

THE WORLD'S FIRST AND ONLY AIR CARGO MAGAZINE — NOW IN ITS 14TH YEAR

AIR TRANSPORTATION

Vol. 28, No. 4

THE AIR MAGAZINE FOR THE BUSINESS EXECUTIVE

APRIL, 1956



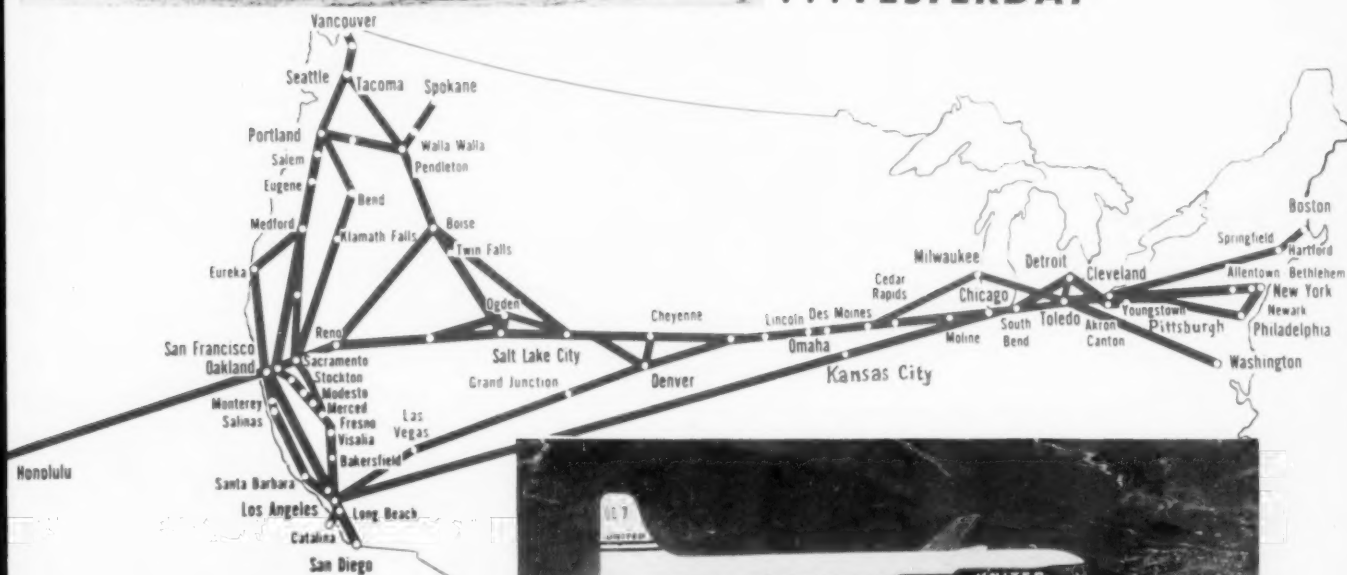
SWALLOW — 100 m.p.h.

UNITED AIR LINES

30 YEARS OF SCHEDULED SERVICE

April 6, 1926-1956

...YESTERDAY

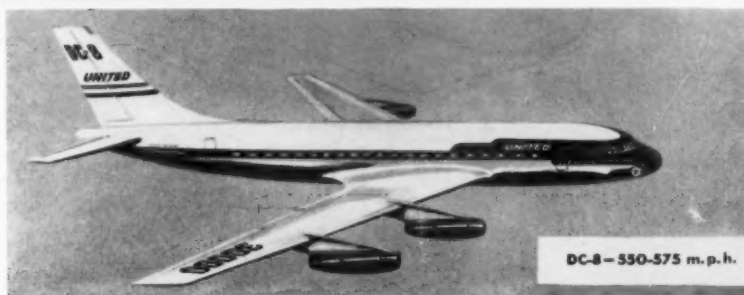


TODAY...



DC-7 — 365 m.p.h.

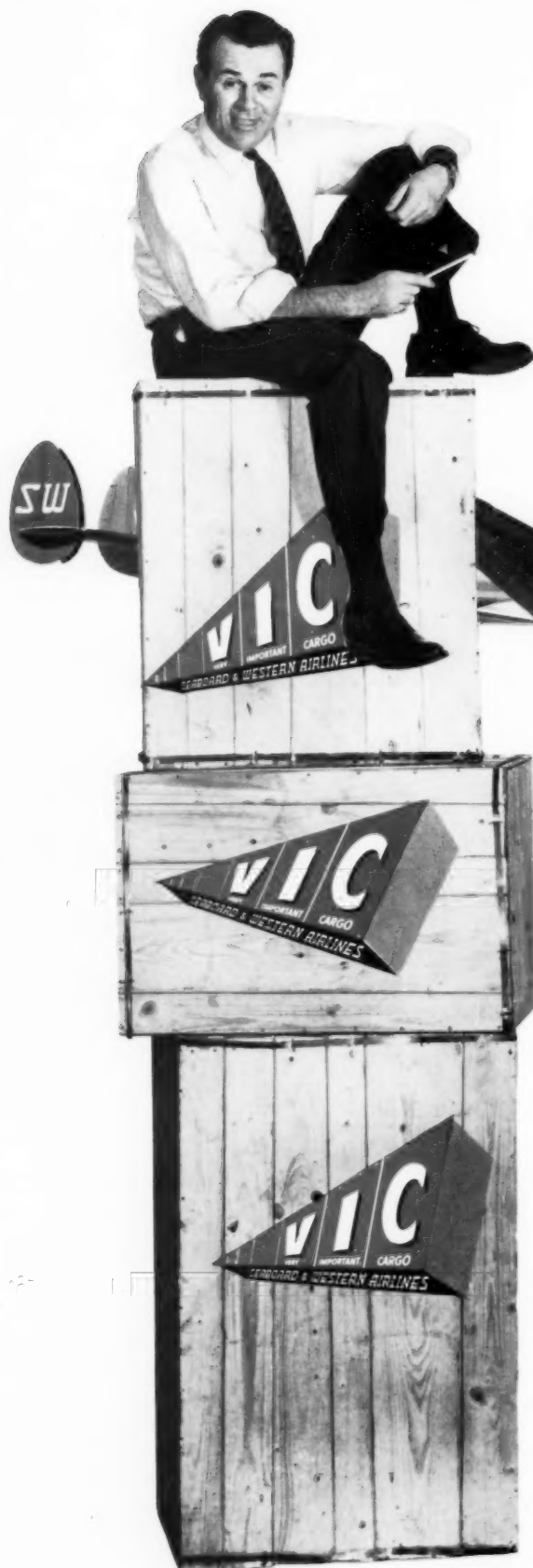
TOMORROW...



DC-8 — 550-575 m.p.h.

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This VIC sign is your assurance
that your cargo is as important
to us as it is to you.



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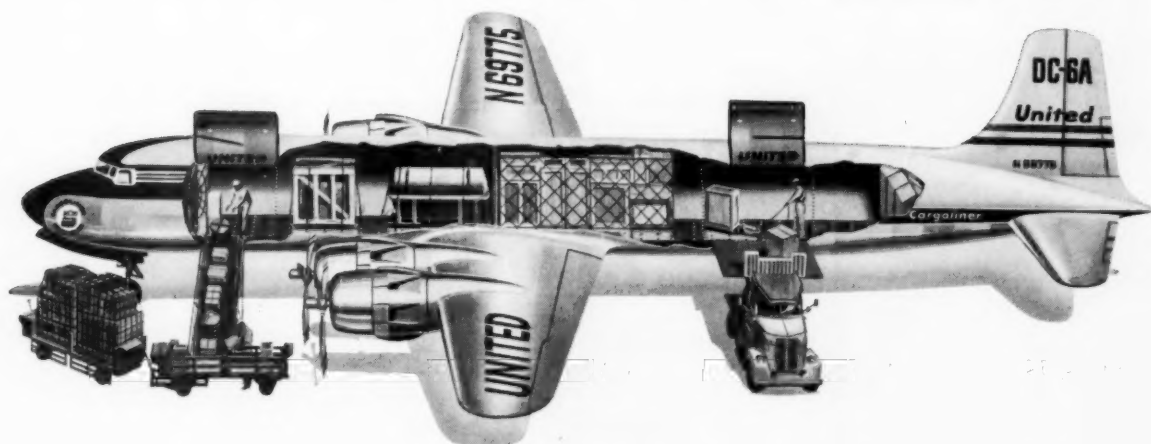
Foreign Offices: Brussels, Düsseldorf, Frankfurt/Main, Gander, Geneva, Hamburg, Luxembourg, Milan, Munich, Nuremberg, Paris, Shannon, Stuttgart, Zurich.



GENERAL AGENTS

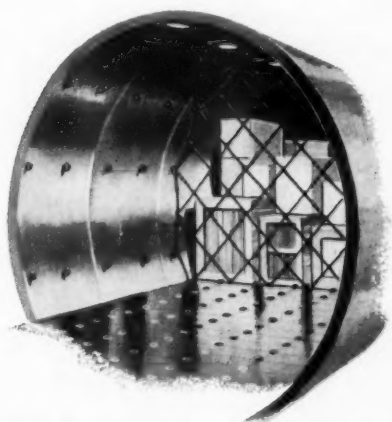
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EXTRA Air Freight Capacity—each new DC-6A carries up to 30,000 pounds of cargo at 300 mph. Single pieces up to 76" x 81" x 115" and up to 8000 pounds can be shipped by DC-6A Cargoliner.

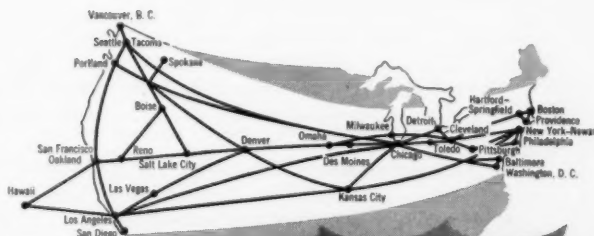
EXTRA Dependability—all of United's new DC-6A Cargoliners* are equipped with radar for smoother flights and better on-time performance. No other airline offers radar-equipped cargo planes.



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For service or information, call the nearest United Air Lines Representative. Write for free Air Freight booklet. Cargo Sales Division, Dept. AT-4, United Air Lines, 5959 S. Cicero Ave., Chicago 38.



NEW ALL-CARGO ROUTES

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Now scheduled all-cargo service from San Francisco, Los Angeles, Houston, Brownsville Lowered rates to Central America

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Are you making best use of air cargo services? Send for FREE new booklet, "There's Profit in the Air . . . with Clipper Cargo." Call your PAA District Sales Manager or write to Pan American World Airways, P.O. Box 1790, New York 17, N.Y.

PAN AMERICAN

WORLD'S MOST EXPERIENCED AIRLINE

*Trade-Mark, Reg. U.S. Pat. Off.

TRANSPORTATION

The World's First and Only Air Cargo
Magazine . . . Established
October, 1942



Member of Business Publications Audit
of Circulation, Inc.

AIR TRANSPORTATION, published once each month, thoroughly covers the entire air cargo industry for the benefit of all those engaged in shipping and handling domestic and international air freight, air express, and air parcel post, as well as using the domestic and international air mail services. Included in **AIR TRANSPORTATION'S** wide coverage are: air shipping, cargo plane development, rates, packaging, materials handling, documentation, air cargo terminal development, insurance, routing, interline procedures, new equipment, commercial airlines, military air transport service, air freight forwarders, and business flights.

Subscription rate for United States and Territories, \$5.00 for one year, \$8.00 for two years, and \$11.00 for three years; foreign countries, \$6.00 for one year, \$10.00 for two years, and \$14.00 for three years. Individual copies (except November), 50 cents each; November issue, \$1.00 per copy.

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April, 1956

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Net circulation of this issue (not including distribution to advertising agencies, advertising prospects, public relations firms, newspapers, and magazines; special distributions for promotional purposes; and cash sales) totals 9,641 copies. Gross circulation is more than 10,200 copies. This issue will be received by a minimum of

8,607 shipping and business executives including:	326 airline executives and other personnel
5,214 traffic managers	127 military personnel (principally MATS)
1,014 presidents; partners; proprietors	5 banks
68 vice presidents	15 insurance firms
56 secretaries; treasurers; comptrollers	86 trade organizations
561 freight forwarders	212 Federal, state and city government departments
434 export-import managers; export-import merchants	86 educational institutions and students
265 purchasing agents	58 business and public libraries
854 aviation department heads of commercial and industrial firms	44 foreign governments
140 general and sales managers	47 aircraft and aircraft equipment manufacturers
1 awaiting classification	28 miscellaneous

The most recent study of *Air Transportation's* circulation has shown a pass-along of each issue to 3.45 persons, or a total readership of 4.45 persons per copy. On this basis, this issue of *Air Transportation* will be read by a minimum of 42,902 persons. The latter figure does not include readers not classified under "net circulation."

DOMESTIC
AIR CARGO



INTERNATIONAL
AIR CARGO

VOL. 28

APRIL, 1956

No. 4

Right Plane is Key To SAS Return To All-Cargo

Scandinavian Airlines System is not averse to reentering the all-cargo field, but that will depend on whether it will be able to find an airfreighter fitting SAS' requirements. Right now, the airline says, it is studying "all new short, medium, and long-range airfreighters now being developed or proposed by manufacturers." There has been no indication that it has found what it is seeking. What does SAS want?

On transatlantic and transpolar routes—a cargoplane with an airlift of at least 30 tons, allowing realistic competition with ocean-going vessels.

In Europe—a short- and medium-haul cargoplane, similarly competitive.

SAS gave up its transatlantic all-cargo operation in 1953. Reason: the DC-4s it utilized had too high an operating cost and too low a payload. Thereafter the carrier placed its reliance on combination aircraft. Kaj Justesen, deputy general sales manager, is of the opinion that the DC-6A is about the best airfreighter around these days, "but it doesn't fit our operations." Anker Palvig, cargo sales manager for the Western Hemisphere, expressed SAS' need for a long-range cargoplane with a 60,000- to 70,000-pound payload, and with operating cost somewhere between 5¢ and 7¢ per ton-mile.

Full-scale cargo expansion will follow as soon as the airline is successful in finding that plane, Palvig states. Meanwhile, with passenger-cargo transports, SAS last year hauled more than a million pounds of Eastbound transatlantic revenue freight and some 1¼ million pounds Westbound. On its transpolar flights which link Copenhagen with Los Angeles, 184,000 pounds were carried Eastbound and 180,000 pounds Westbound.

Panagra South American Information Unit Set Up

NEW YORK—Need information on trade and travel in South America? Panagra has set up a specially-staffed South American Information Bureau competent to answer all questions concerning the seven Latin American countries it serves. The unit, headquartered in the Chrysler Building, 135 East 42nd Street, New York, will be composed of experts on commerce and travel.

Cyprus Freight Delays

NICOSIA, CYPRUS — All air freight shipments out of this city have been held at the airport for 24 hours as a precaution against time bombs during the strife between Cypriotes of Greek descent and British authorities.

Appalachian Traffic Club to Hear Budd

KINGSPORT, TENNESSEE—John F. Budd, editor and publisher, will discuss the newest developments and current problems of international air commerce before the Appalachian Traffic Club at Kingsport, Tennessee, May 8. Founded in 1937, the traffic organization's membership includes representatives of airlines, railroads, truck lines, ocean shippers, foreign freight forwarders, and other industrial and commercial firms. Budd, who publishes *Air Transportation*, also is publisher of *Air Shipper's Manual*, *American Import & Export Bulletin*, and *Custom House Guide*.

Machines Tops for UAL

CHICAGO—R. L. Mangold, United Air Lines' manager of cargo sales, reports that for the fourth successive year machines and machine parts formed the carrier's leading cargo commodity in 1955. Ranging behind this commodity, in the order named, were cut flowers, electrical equipment, auto parts and accessories, printed matter, wearing apparel, hardware, aircraft parts and accessories, film and advertising matter. Ranking is figured by total weight carried.

Cubana Opens N.Y.-Havana Scheduled Service May 12

NEW YORK—The Cuban carrier, Cubana Airlines, will expand its service beginning May 12 when it inaugurates scheduled nonstop *Super G Constellation* flights between New York and Havana. According to W. L. Scott, regional sales manager of Cubana's United States Division, operations will be on a daily-except-Tuesday basis. Elapsed time between the two points will be four hours, 29 minutes. Cubana currently operates daily flights between Miami and Havana.

KLM Freight Apparatus Consolidated in N.Y.

NEW YORK—KLM's cargo receiving station, freight reservations, tracers, and sales have been brought together under one roof at 250 Pearl Street. The greatly expanded facilities, right in the center of New York's downtown business district, is directed by John Wold, cargo sales manager for the city area. Twenty cargo employees have been assigned there. Executive personnel remain at 430 Park Avenue.

Rumor Seaboard Scheduled Flights Begin this Month

NEW YORK—Trade circle rumor has it that Seaboard & Western Airlines, certificated all-cargo carrier, will begin scheduled operations between New York and Canada and Western Europe this month. Representatives of the airline are mum on that point, but activity points in that direction.

Seaboard will serve eight countries in Western Europe. Interline agreements provide for onward carriage of freight to the Near and Far East and Africa. Completion of its first scheduled flight automatically will bring it into the International Air Transport Association as an active member. Seaboard began transatlantic freight operations as an irregular air carrier in May, 1947.

The airline has five *Super Constellation* cargo planes on order. Delivery of the first plane is expected to begin in December, with the balance following at the rate of one a month. Seaboard currently operates four *Super Constellations* and five DC-4s.

UAL Sight Drafts

CHICAGO—Aimed at producing a more rapid and economical method of settling air freight bills, United Air Lines has inaugurated a sight draft payment plan for shippers and receivers. Instead of the usual billing, UAL is providing an envelope form of sight draft. This eliminates the use of a check in payment of charges. The airline forwards the draft envelope, which contains airwaybills, to the customer's bank for immediate payment.

Transocean Supplements Cargo Airlift of MATS

OAKLAND, CALIFORNIA—Transocean Air Lines flew 18 transpacific cargo round-trips for the Military Air Transport Service last month. DC-4 airfreighters used in the operation, each of which hauled approximately 7½ tons, made 13 trips between California and Tokyo, and five between California and Honolulu.

Fairchild Helicopter Division is Renamed

HAGERSTOWN, MARYLAND—Richard S. Boutelle, president of Fairchild Engine and Airplane Corporation, has announced the renaming of the company's American Helicopter Division to Fairchild Electrotechnics Division. Change of name was occasioned by the fact that Electrotechnics more accurately describes the division's current activities.

RIDDLE airlines inc.

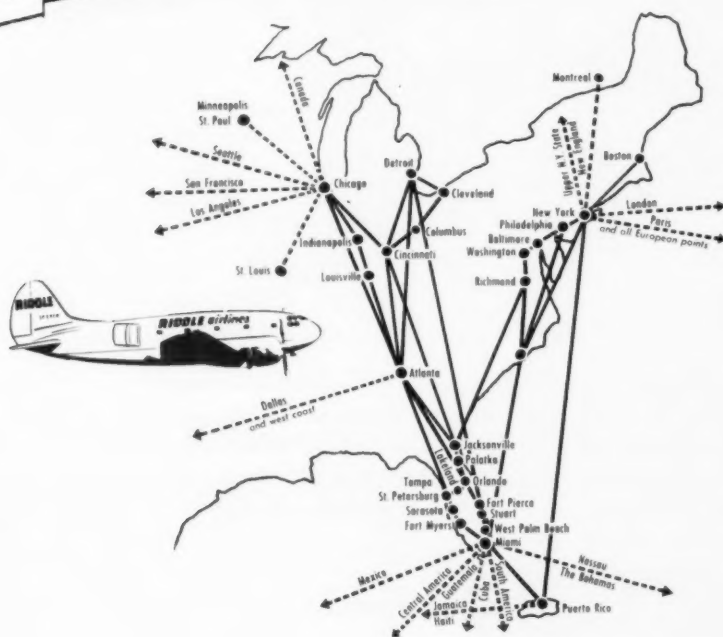
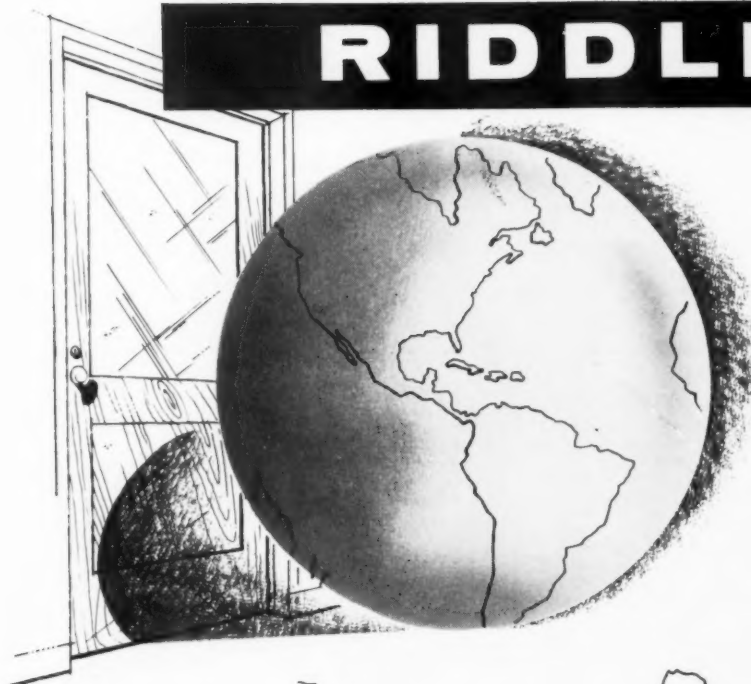
Executive Offices, International Airport, Miami, Florida, Phone TU 7-2651
 NEW YORK, 235 W. 46th St., Phone PLaza 7-0168
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WORLD-WIDE INTERLINE CONNECTIONS

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the SOUTH
 PUERTO RICO
 and the
 WORLD

RIDDLE

**Puts
 the
 World
 at
 Your
 Door!**



SERVICES

Air France: A new service between Fort de France and Barbados has been opened. Flights are on Wednesdays, Thursdays, and Saturdays. Flying time: 70 minutes. DC-3 equipment is used on this run.

Sabena: Beginning April 22, New York-Brussels flights will be operated on a basis of one daily. Between May 15 and May 31, the total number of flights per week will gradually rise to nine; and after June 22, the frequency will be 10 a week. Super DC-6s will be used; on Wednesdays, DC-6Cs . . . Flights between Belgium and the Belgian Congo will rise to a record total of 15 a week as of June 24 . . . Once-a-week service between Brussels and Palma (Majorca) will be inaugurated this Summer.

TWA: Nonstop *Super-G Constellation* service to St. Louis from both coasts has been increased. New York-St. Louis nonstop service is increased to nine flights a day; between Los Angeles and St. Louis, three a day . . . *Super-Gs* have begun operations to Cairo and Athens . . . Beginning April 7, TWA's *Super-Gs* will operate 14 transatlantic roundtrips a week. This is in addition to other *Constellation* flights across the Atlantic. The airline will schedule a total of 50 transatlantic roundtrips a week this Summer.

United: The new nonstop DC-7 *Starlight Continental* has been introduced on the overnight New York-Los Angeles run. Departing from New York at 12:30 a.m.

EST the big transport (payload: 58 passengers, plus four tons of cargo, mail and baggage) arrives in Los Angeles at 6:15 a.m. PST. It is touted as the fastest coast-to-coast night flight. The *Evening Continental*, United's Eastbound twin of the *Starlight Continental*, leaves Los Angeles at 9 p.m. PST, arriving in New York at 7:15 a.m. EST . . . Nonstop DC-7 flights between New York and Kansas City have been inaugurated.

RATES

Slick: The transcontinental all-cargo line has filed rate cuts ranging from 15% to 52% on shipments under the 100-pound weight-break level. Rates apply to such commodities as wearing apparel, fabrics, drugs, automobile and aircraft parts, electrical equipment, printed matter, machinery, etc. These reductions apply to freight moving between most of Slick's major points. Another significant move was the airline's paring down of the \$1.00 minimum charge to \$1.00 per shipment.

United: Fifty different commodities have received the benefit of rate reductions of up to 41% on flights from 17 Pacific Coast cities to Eastern Canada. Rates affect commodities flown by the coast-to-coast airline to Chicago, Detroit, or Cleveland for oncarriage by other airlines operating to 27 cities in Canada. (Example: 100-pound shipments of hatching eggs, candy, greeting cards, department store merchandise, fresh fruit and vegetables, metal castings, and toilet preparations, flown to Toronto from Seattle-Tacoma, San

Francisco-Oakland, or Los Angeles, have had rate cuts of 30%.)

INTERLINE

Sabena Belgian World Airlines has entered into an interline pact with the Russian air carrier, Aeroflot, according to an announcement by Sabena's North American general manager, D. Le Roy du Vivier. Sabena and Aeroflot transports will connect at Prague.

National Airlines recently signed an interline agreement with Lufthansa German Airlines. NAL reports that its interline agreements with TAN and Brazilian International have lapsed.

BOAC

NEW OFFICES

Detroit — 1239 Washington Boulevard, Book Building; Bruce McDougall, district sales manager.

Miami — McAllister Hotel, 10 Biscayne Boulevard (tickets only).

Capital

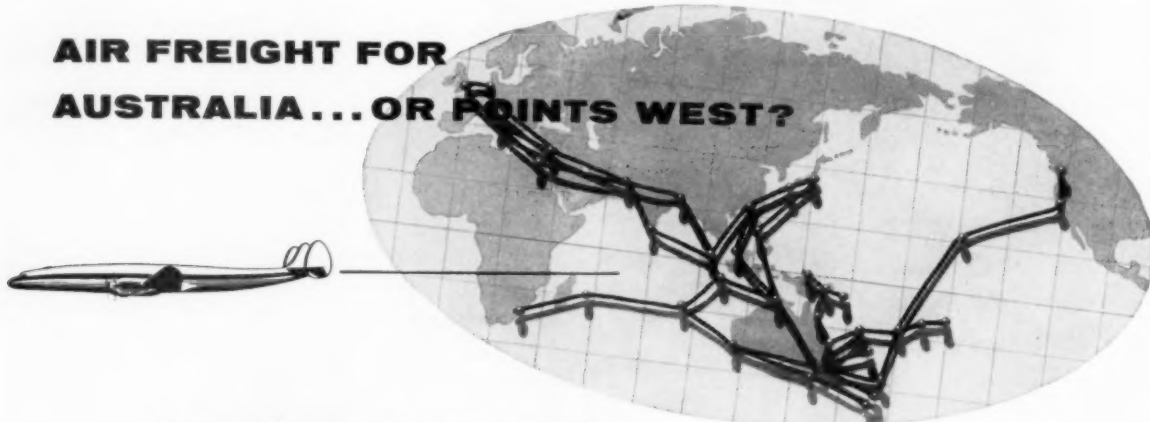
New York — Waldorf-Astoria Hotel (tickets only).

El Al

New York—545 Madison Avenue.

(Continued on Page 10)

AIR FREIGHT FOR AUSTRALIA...OR POINTS WEST?



Qantas knows the South Pacific

Qantas Super Constellations fly regular schedules from Vancouver-San Francisco to: Honolulu, Fiji, *Samoa, *Tahiti, *New Zealand and Australia (immediate connections to all points), New Guinea, New Caledonia, New Hebrides, Solomons, etc. . . and points east: South Africa, Asia, Europe. Australia's Overseas Airline serves 5 continents and 26 countries.

Australia's

QANTAS

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ALONG THE WAY... OF **TWA**

TWA AIR CARGO SHIPMENT LAUNCHED VIA OX CART!

TRUE ENOUGH...SHIPMENT FROM FARRUKHABAD ON GANGES RIVER IN INDIA STARTED TO CLEVELAND, OHIO, THE OLD WAY... BY OX CART. THE BLOOMFIELD COMPANY IMPORTED ENTIRE OUTPUT OF TOWN'S COLORFUL COTTON PRINTS...NEEDED THEM IN A HURRY TO MEET SPRING BUYING SEASON IN OVER 2000 RETAIL STORES. FROM BOMBAY SHIPMENT WAS RUSHED DIRECT TO U.S.A. VIA TWA AIR CARGO...THE MODERN, DEPENDABLE, LOW-COST WAY. KEEP TWA IN MIND. IT'S THE BEST BET WHEN- EVER SPEED'S A FACTOR. MINIMIZES COST OF INVENTORY IN TRANSIT, TOO.



AIR-FRESH

VIA **TWA**

SUPER-G "BOOKED AIRFREIGHT"



WESTERN GROWERS HAVE LONG USED THIS IDEA... AND REGULARLY SPEED FARM-FRESH FRUITS AND VEGETABLES DIRECT TO MARKETS IN MATTER OF HOURS VIA TWA AIR CARGO. ASSURES BETTER QUALITY... PERMITS REPLENISHING STOCKS QUICKLY... RESULTS IN FASTER TURNOVER. PHONE TWA ANY TIME.

WHEN YOU WANT TO MAKE SURE YOUR COAST-TO-COAST SHIPMENTS MOVE ON SCHEDULE... CALL NEAREST TWA OFFICE AND ASK "ABOUT SUPER-G "BOOKED AIRFREIGHT." CARGO CONSULTANT WILL EXPLAIN THIS EASY, QUICK, SURE SERVICE.



*All TWA Flights carry Air Mail,
Air Freight and - in U.S.A. - Air Express*

TWA

TRANS WORLD AIRLINES

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ANOTHER **SLICK** AIRFREIGHT SERVICE...



ALL-CARGO OPERATION!

Shippers are assured speedy delivery by SLICK'S concentration on cargo. Their shipments are never off-loaded for passengers. SLICK is The Airfreight Line... with all operations geared to cargo movement through big plane capacity, big freight doors, fast handling procedures, and modern mechanized ground operations.

Here are a few added advantages you get from real SLICK service:

- **IN-FLIGHT TELETYPE MANIFEST** with direct-line teletype linking all stations for immediate tracing.
- **CERTIFICATED, SCHEDULED, ON-TIME SERVICE**
- **DAILY OVERNIGHT TRANSCONTINENTAL FLIGHTS** with first or second day service to most major cities.
- **EXPEDITED GROUND HANDLING** to eliminate the lost time on the ground that often negates the speed of air. Fast loading and off-loading accomplished by time-conscious, trained personnel, modern handling methods, full mechanization.
- **DOOR-TO-DOOR DELIVERY** via SLICK'S own leased or controlled trucks.
- **WORLD-WIDE SERVICE** under interline agreements... through rates and service on one airbill to destinations everywhere.
- **LOW RATES**, often lower than fastest surface movement... savings up to 1/2 to 3/4 the cost of Air Express.
- **SAVINGS** for shippers through reduced tare weight and minimum packing... fast delivery for production and sales... less warehousing and inventory... lowered insurance and other costs.
- **ALL CAPACITY SERVICE** from the smallest package up to DC-6A charter service featuring oversized doors, 32,500 lb. load, which offer convenient handling of largest shipments. SLICK service employs the world's largest fleet of DC-6A's!

SLICK

THE AIR FREIGHT LINE
3000 N. CLYBURN AVENUE, BURBANK, CALIFORNIA

Lufthansa

Cleveland—1010 Euclid Avenue; Eugene Henderson, manager.

Montreal—International Aviation Building, 1080 University Street; H. Schumacher, manager.

Toronto—Lumsden Building, 6 Adelaide Street, East; E. J. Priebe, manager.

United States Airlines

ASA: Paul E. Dixon, Jr., vice president-traffic and sales, one of the founders of ASA, has been named president. He succeeds Victor V. Carmichael, Jr., who was appointed vice president and re-elected a director.

CONGRATULATIONS

Dixon also is a founder of the all-cargo airline... Bill Dunn promoted to regional sales manager covering all of Central America. He has been succeeded as San Salvador station manager by Bill Nosker... Bob Martinez appointed night manager of operations at St. Petersburg.



Dixon
ASA

American: Ralph S. Euler and Walter W. Candy, Jr., elected directors.

Braniff: James Phillips appointed district sales manager at Fort Worth... David H. Rotroff named district sales manager in Chattanooga.

Eastern: Captain Eddie Rickenbacker named the Distinguished Salesman of the Year by the Sales Executives Club of New York.

National: George W. Haldeman, formerly special assistant to the director of Aviation Safety of the CAA, now with National in an executive capacity.

Northwest: Ronald F. Bretall appointed district sales manager at Seoul, Korea.

Pan American: Major General Victor E. Bertrandias, former Deputy Inspector General of the USAF, named the company adviser on jet operations.

Panagra: Andrew B. Shea, president, awarded the order of Condor of the Andes, the highest decoration which Bolivia has ever conferred on a civilian of another country.

Riddle: Conrad W. Speth named director of planning and research. Speth comes to Riddle from the CAB.

United: Thomas H. Daly appointed director of legal proceedings... Hugh B. Wilcox named ground stations manager at Boise.

Foreign Airlines



Jaramillo
Avianca

Avianca: Juan Guillermo Restrepo Jaramillo, member of a distinguished Colombian family, elected president and general manager of the airline. He succeeds Gregorio Obregon who has retired.

BEA: A. H. Milward appointed deputy chief executive.

BOAC: Robert H. Trench Thompson, United States, named an alternate director

of British West Indian Airways, Caribbean associate of BOAC.

El Al: J. Peter Brunswick, director of public relations in North America, elected chairman of the North Atlantic Public Relations Advisory Council which serves as an advisory body to IATA.

Japan: Harry B. Baldwin, formerly manager of sales and commercial accounts for Sabena, appointed Eastern regional sales manager and assistant to the vice president in charge of JAL's American Division... Nobuo Matsumura, San Francisco district manager, elected president of the Japanese Chamber of Commerce of Northern California for 1956.



Palmer
KLM

Baldwin
Japan

KLM: Wallace C. Palmer (ex-Japan and Philippine) named district cargo representative covering Northern California, Oregon, Washington, and Hawaii.

Lufthansa: James P. Keating (ex-American) appointed air cargo representative.

Trans-Canada: C. F. Fitzgerald elevated to the post of city traffic manager in New York.

Aircraft & Equipment

Convair: Roy R. Brewton appointed controller of the Convair Division.

Goodyear: W. A. Patterson, president of United Air Lines, elected a director of the Goodyear Tire and Rubber Company, succeeding the late R. S. Damon, TWA president.

Martin: Albert L. Varrieur named general manager of the company's new Denver Division.

Pratt & Whitney: Louis Reiss named controller of the company.



Patterson
Goodyear

Materials Handling & Packaging

Seal-O-Matic: Bernard Hoffman, formerly director of dealer sales for Dictograph Products, appointed sales manager of Seal-O-Matic.

Government

CAA: Walter P. Plett appointed to the post of regional administrator at Los Angeles.

Miscellaneous

Chrysler: Col. William E. Hinton appointed manager of Chrysler's Air Transport Service.



Avianca's 39 airports throughout Colombia have been sold to the Colombian Government for approximately \$5 million. According to H. Max Healey, Avianca's vice president in the United States, the sale marked

ed Avianca's withdrawal from the field of air terminal operations.

Seattle-Tacoma Airport started off the new year with a slight drop in air freight handlings, although air express handlings rose appreciably. Freight handled during the month of January was 1,880,321 pounds, as compared with 1,981,664 during the same month a year ago. Express handled reached 202,374 pounds, as against 169,800 pounds.

United States Airlines



American: The 69,482,000 ton-miles of freight flown by AA last year set a new industry record. Total represented an increase of more than 24% over the previous year. For five consecutive months the airline flew in excess of 6,000,000 ton-miles a month, also setting three records for freight hauled in a single month (September, October, and December). AA is the only domestic airline ever to reach or exceed the 6,000,000-ton-mile-a-month level. It did this twice in 1954 and six times last year.

Capital: Net earnings after taxes for the year 1955 amounted to \$4,135,753 (\$4.55 per share of common stock), as compared with a 1954 income of \$1,746,759 (\$2.10 per share).

Flying Tiger: The airline reports its best January on record, with 4,824,804 ton-miles recorded. Total is a gain of 75% over the January, 1955 figure.

National: Second-quarter operating revenues for the three months ended December, 1955, were at a new high. Gain is 10% above the corresponding period of the year before.

Pan American: Flying 653,000 pounds of cargo across the Atlantic in January (439 pounds Westbound; 214,000 pounds Eastbound), the airline chalked up an increase of 61% over the same month a year ago.

Seaboard: January commercial freight ton-miles reached 1,096,000, an increase of 20% over the January, 1955 total.

United: 1955 net earnings, after taxes, were \$11,244,577 (\$3.85 per share), as compared with \$9,617,694 (\$3.52 per share) in 1954. Freight ton-miles (40,281,000) rose 18%; express Ton-miles (12,792,000) was up 22%. . . . New cargo highs for February. Freight, with 3,047,000 ton-miles recorded, was up 12% in contrast to the same 1955 period; express, with 946,000 ton-miles, was up 15%.

Western: 1955 net income was \$1,981,685 (\$2.67 a share), compared with the 1954 net income of \$1,458,699 (\$2.04 a share).

Foreign Airlines

BEA: Total of 6,966,200 ton-miles of freight was flown in 1955, an increase of 24% over the previous year.

Aircraft Manufacturers

Lockheed: 1955 earnings were second highest in company's history. Total was \$17,322,000 (\$6.12 per share). The record year of 1954 had brought earnings of \$22,446,000 (\$7.94 per share). Sales of \$673,589,000 last year was the third highest of any year.

United: Net income last year was \$31,064,924 (\$6.14 a common share), as compared with \$25,996,232 (\$5.10 a common share).



The CAB's International Air Freight Forwarder Investigation began last month in New York, before Examiner Paul N. Pfeiffer. The proceedings are designed to find answers to the following questions:

► To what extent, in what form, and for what period does the public interest require the renewal of the authorization of air freight forwarders in foreign air transportation?

► Does the public interest require the licensing and regulation of shippers' associations which may be engaging in foreign air transportation as indirect air carriers of property, and if so what form should such license and regulation take?

► Does the public interest require the renewal and/or amendment of Part 297 of the Economic Regulations and if so in what form?

► Should international air freight forwarders be authorized to enter into

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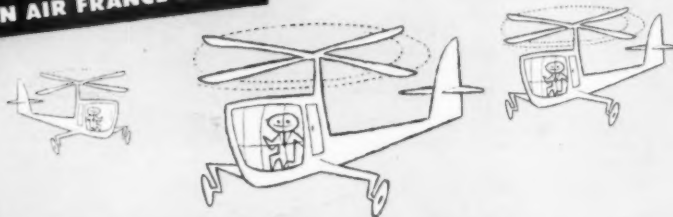
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compensation agreements with direct air carriers and with other international or domestic "end-on" air freight forwarders pursuant to Section 412 of the act?

► Should international air freight forwarders be authorized to enter into joint loading arrangements with other air freight forwarders?

► Should international air freight forwarders be authorized to charter planes operated by foreign air carriers, U. S. certificated air carriers, and/or U. S. supplemental air carriers?

► Does the public interest require the issuance of renewed or initial operating authority to surface carrier controlled international air freight forwarders?

► What is the effect upon international air freight forwarders and direct air carriers of the U. S. bound operations of foreign air freight forwarders and the Board's decision not to exercise jurisdiction over such operations in this proceeding?

► What are the circumstances surrounding and what is the effect of the existence of affiliations between U. S. international air freight forwarders and foreign citizens?

► Does the public interest require a limitation on the number of international indirect air carriers, fitness or capability tests, or a showing of public need for services proposed at a public hearing?

► Does the public interest require a restriction of service by international indirect air carriers to geographical areas, specific points, particular commodities, or types of direct air carriers?

Air Express International Corp. has launched its *Golden Rocket* service—a system of expedited movement of air freight which, according to Charles L. Gallo, president, will save shippers a whole day, even two days in some cases, on transatlantic shipments out of the New York gateway. Key to the stepped-up operation is streamlined ground handling which, for example, enables a shipper calling before 11 a.m. to have his freight airlifted out of Idlewild the same afternoon. Extra charge for *Golden Rocket* service? Not a penny more, says Gallo.

Air-Sea Forwarders, Inc. reports that it has received its CAB Letter of Registration as a domestic air freight forwarder. The company, which has held a CAB Letter as an international air freight forwarder since April, 1954, begins domestic operations shortly . . . William R. Garcia (ex-American Shippers) is now associated with Air-Sea as sales manager.

Allegheny Airlines has bought two more twin-engine Martin transports, bringing to five the total number aircraft of this type. The Martin airliners supplement Allegheny's basic DC-3 fleet.

American Airlines has received the seventh of 27 DC-6Bs undergoing conversion by Lockheed Aircraft Service-International. Seating capacity is being increased from 54 to 62.

Sir Miles Thomas, chairman of British Overseas Airways Corporation, is confident that the British-built *Comet IV* jetliner will be the first pure jet in commercial service. Said Sir Miles: "The prototype test *Comet* which recently completed the remarkable round-the-world flight is a good augury. Problems of

(Continued on Page 22)

A BRAIN GOES THE BRAINY WAY

IDEAL EXAMPLE of economy in shipping is demonstrated by this recent transcontinental airshipment of an 11,000-pound electronic brain, flown by Slick Airways, all-cargo carrier.

Consigned by Electronics Associates, Inc., Long Branch, New Jersey, to Northrop Aircraft, Inc., Hawthorne, California, the mass of delicate equipment was protected from shock by

blankets and soft padding. Expensive crating (which adds considerably to shipping weight and costs) was not required in the airfreighting of the huge brain, due to the smooth ride inherent in air transport. The delicate cargo was able to be moved right to Northrop's computing center without the time-consuming need for unpacking and reassembly. It was put to work

not too many hours after its arrival.

The electronic brain—technically it's a precision analog computer—can solve mathematical problems in hours which, in some cases, would require up to 12 years of brain-wracking. It consists of eight console-like units.

Northrop is building the *Scorpion* F-89 all-weather interceptor and *Snark* SM-62 guided missile.



INTERIOR of Slick Airways C-46, showing how delicate electronic brain was padded and secured for coast-to-coast airfreighting.

IT'S JUST a simple matter (right) unpacking the electronic wizard—no uncrating, no valuable hours lost, no unnecessary expense.



ROY JACKSON (left), Northrop chief analytical engineer, and Ray Gardner, weapon system project engineer, were among the company executives on hand to receive the shipment. Behind them are six of the eight units comprising the brain.

You've got to keep a weather-eye out on transportation costs, and one indispensable method is to pay strict attention to your shipping containers. An airline expert on such matters tells . . .

HOW TO KEEP THE PRICE TAG ON AIR-SHIPPING COSTS DOWN

By VAUGHN McCaULEY

Manager of Main Stores, Trans World Airlines

Chairman, Packaging Subcommittee, Airline Finance and Accounting Conference

ONE of Trans World Airlines good and steady air cargo customers is TWA itself!

In our warehouses at Kansas City are kept some 50,000 different types of items which are supplied to 84 stations

around the world, plus several dozen off-line cities. Obviously all 50,000 items can't be stocked at each city. But at any time the stores department may be called upon to forward any one of these items anywhere on short notice.

Operating its own airline, as it does, air cargo shipping of these parts presents a tailor-made opportunity for TWA. Thus it is that TWA finds itself on the same side of the fence as the average user of air cargo, finds the same advantages available, and the same special requirements which must be met.

Transportation costs bulk large in the final price tag on every article. The mere physical moving of raw materials, handling during manufacture and final delivery to the ultimate consumer nearly always represent the major cost of an item. Since materials handling is so important, TWA as both a shipper and a carrier, has a double interest in cargo transportation. Our goal from both viewpoints is delivering air freight quickly, in good condition, and at low cost.

What Speed Means

Air cargo's advantages may be summed up in one word—speed. Speed and all its attendant benefits. Business and industry have their own individual reasons for speed—reduced inventory, no time lag in reaching a peak market, faster return on investment, and less shipping damage. TWA, as a shipper of its own parts and supplies, has virtually the same interest in air cargo transportation. Should a \$2½ million airplane capable of developing several million dollars a year in revenue require a spare part to make it flyable, only the speediest service will suffice. Few shipments are of such immediate urgency, but even ordinary provisioning of stations along the line profits from speedy air cargo handling. With some units costing upwards of several thou-



EXTRA SENSITIVE electronic instruments are shipped by TWA in this specially designed die-cut cardboard container lined with layers of rubberized hog hair. Protected by a plastic bag, the instrument floats in midair during shipment. Above are D. B. Lane, (left), stock-room supervisor, who designed many of the containers used by TWA; and Vaughn McCauley, manager of main stores, author of this article.



STORES CLERK C. A. McBane displays metal-shielded fiberboard shipping box for highly magnetized radar units. Metal liner contains the magnetic field which otherwise would disturb the aircraft's compass and other electronic equipment aboard. Foam rubber cushions the extremely sensitive units while they are in transit.



THIS is the "whiskey case"—a four-cell shipping container of double corrugated walls and roll-over top and bottom. More than half of TWA's non-sensitive small items are shipped in containers such as this, without additional protection or dunnage. A 50% weight savings on small-item shipments is effected through its use.



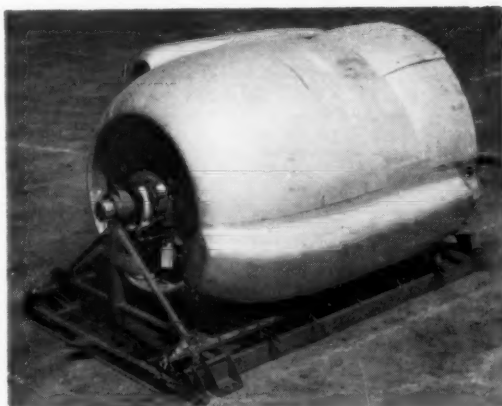
STORE CLERK Vic Szostak shows the old and new methods of packaging electronic units. Wooden crate at left is heavy and susceptible to splitting after a few nailings. New laminated fiberboard is foam rubber-lined to absorb shock to delicate radio assemblies. Cost of the two containers is about the same, but fiberboard is lighter.

sands of dollars, such as the power recovery turbines used on *Super-G Constellation* engines, it pays in cold dollars and cents to keep the pipeline of supply trimmed short.

TWA and other airlines have one shipping problem that is somewhat unique. Most shippers are concerned only with getting their product to destination quickly and safely—and package their material accordingly. TWA must not only deliver a serviceable part from its overhaul base to the station in the field, but also must return the un-serviceable item to the shops for repair. Costly repairable flight equipment items are constantly exchanged between line stations and TWA's maintenance base. Therefore our shipping containers are designed to make a round-trip, carrying a new item to the on-line stations, and returning one for repair. This dictates the design of a container that will stand up under the strain of at least two trips.

Container Experimentation

TWA's stores department has experimented with various types of containers for more than two years and has been able to develop lightweight and relatively inexpensive cardboard containers and cartons to replace heavy and expensive wooden crates, thus reducing our shipping costs substantially. The project received its original impetus from an attempt to package for shipping a bank and turn indicator and an artificial horizon, instruments used in navigation of an aircraft. These items seemed to suffer a high shipping-mortality rate, even when packed in



WEIGHTY aircraft engines are shipped aboard regular cargo flights on this universal skid, capable of accepting any of the six engines used on TWA's transports. Skid bolts to the strong magnesium floor of the airfreighter.



WITH THIS die-cut container, the airline has trimmed shipping cost of brakes and spare discs by bringing down shipping weight per unit from 86 pounds to 68 pounds.

the usual types of wooden crates.

We soon expanded our research and experiments to include, at first, all of our aircraft instruments, and later any item which had a high incident of usage and shipment.

In conjunction with several cardboard box manufacturers, TWA came

up with several designs which would carry supplies and material safely. These designs include all necessary packaging material, or dunnage, as a part of the container. Experience with earlier models disclosed that all such dunnage as well as lids or covers would have to be an integral part of the box.



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Otherwise such attachments were sure to be lost on busy receiving docks at line stations and the box rendered useless for the return trip.

In the past three years these cardboard containers have saved TWA some \$50,000 in out-of-pocket costs alone over the cost of wooden crates formerly used. Some of these cardboard boxes cost less than 20¢, but replaced wooden crates costing up to \$10. By eliminating the dunnage through well-designed packaging to protect shipped items, we have eliminated the aerial hauling of more than 200,000 pounds of such material a year. In the airline business this represents big money.

Simple Packaging

The ordinary commercial shipper might well investigate a similar weight-saving research program such as this. Air cargo lends itself to relatively simple packaging, compared to surface transportation. Generally speaking, when the plane is in flight the load is not subject to steady bumping and horizontal shifting or violent jarring caused by sudden starting and stopping of surface carriers. The load damage from shifting in an airplane is the rare exception rather than the rule.

On the ground air cargo loads are moved by fork lifts, conveyors, and by hand, not only at the airport, but also at pickup and delivery points utilizing motor transportation. TWA, as well as the commercial air cargo shippers, must take this additional handling into consideration when packaging items for air shipment. In general, packaging for normal ground handling is all that is required for ordinary items.

Many commercial shippers have discovered that burlap, readily available in a wide assortment of widths, weights and lengths, is an excellent air freight packaging material. Strong, durable and low in cost, it is highly recommended whenever the protection of a rigid container really isn't necessary. Combined with polyethylene duplex paper or a similar material, it is now fabricated into waterproof containers which are rigid, durable, low in cost, and reusable.

TWA and the other airlines of the Air Transport Association have long conducted research aimed at developing better shipping and handling methods for potential air freight customers. Many products which never before could be shipped by air, or which required premium tariffs because of difficult handling problems, have long since been made acceptable for regular air cargo shipment through the work

of the packaging subcommittee of the Air Traffic Conference.

Cut flowers which are shipped regularly from West Coast florists to markets in the East have particularly profited from packaging research done by the airlines. Still a delicate shipment to handle, nevertheless they represent an ever-increasing volume of welcome Eastbound traffic. It is of interest to note that this year, through the joint efforts of the Air Transport Association and the Society of American Florists, the cubic-inch displacement of cut flower shipments will be printed on all boxes. Since displacement is one of the determinants of this commodity rate, better and faster service will be given by the airlines to both shipper and consignee of cut flowers.

Some certain items require special packaging, either to protect the product itself or to prevent damage to the plane. Brewer's yeast, for instance, must be shipped in a satisfactory pressure vessel with a safety vent set to work at one-half the working pressure of the container. TWA carries quite a bit of this product, particularly for the Anheuser-Busch Co. of St. Louis. Even with proper packaging and refrigeration, TWA will accept no more than 300 pounds on any one plane, since this product has a habit of working upon the slightest provocation. Unless it is watched carefully, we could land with a planeload of beer.

Small arms ammunition must be packed in cardboard boxes and securely fastened again within another strong wooden or metal container. Tropical fish have to be protected in leak-proof plastic bags enclosed in sufficient absorbing material to soak up moisture in event of breakage. They also require insulation against cold.

Radioactive Materials

Radioactive materials must be packed in lead-shielded containers and labeled according to very strict specifications. These regulations are clearly spelled out and include the amount of radiation allowable at certain distances from the package. A restricted amount of radioactive material may be carried on any one flight and then only in the rear of the aircraft.

TWA's own stores department ships certain items also which require special handling care in transit in order to preclude adverse effect on the operation of the aircraft. Certain radar units, for instance, are highly magnetized, even to the point of disturbing watches should cargo men be so unwary as to

(Continued on Page 20)



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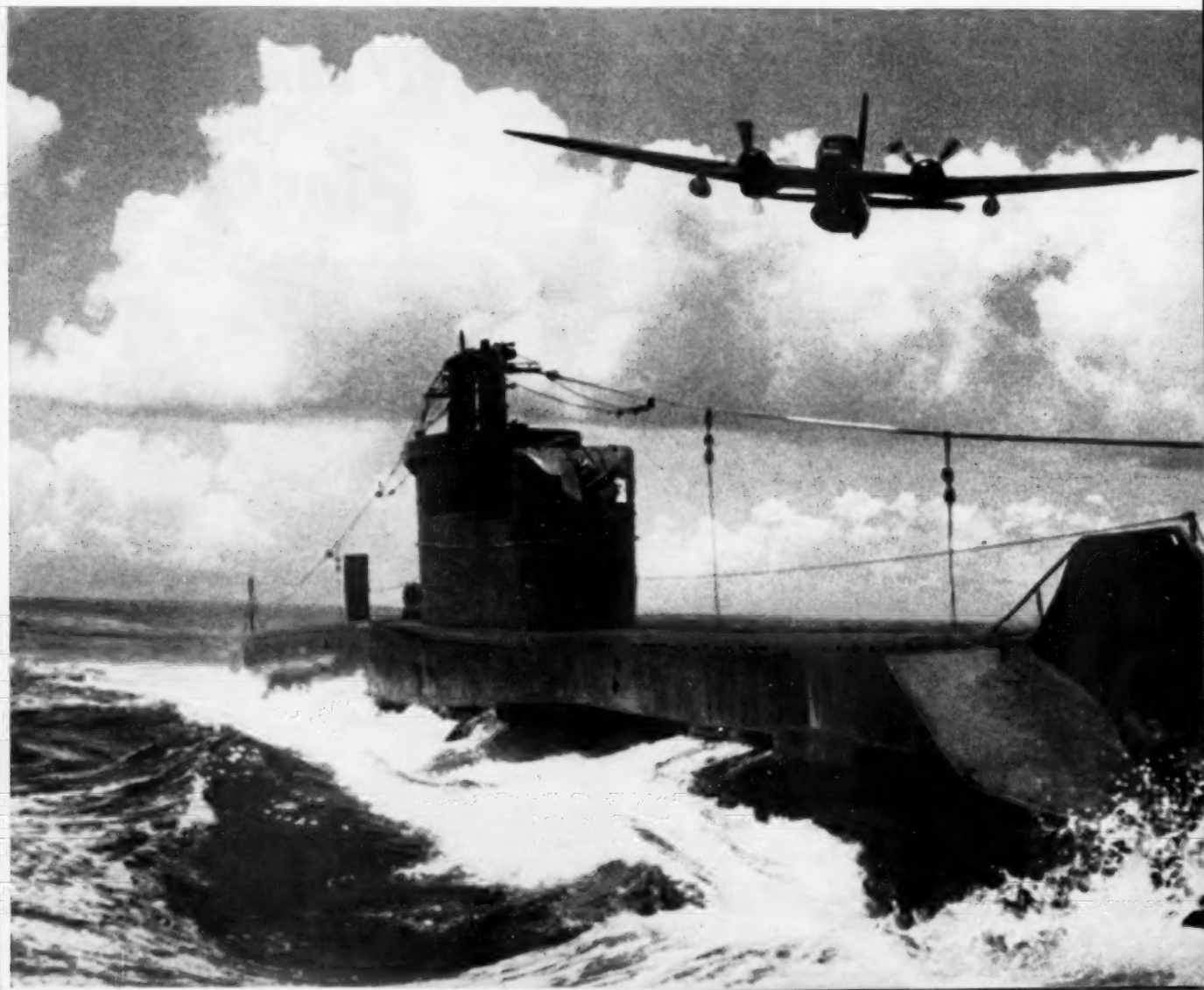
Modern submarines, able to make long voyages while completely submerged, and to launch nuclear missiles in a sneak attack, are among the most sinister weapons of this atomic age.

To safeguard our nearly twelve thousand miles of coastline against sub invaders, the U.S. Navy for ten years has patrolled immense areas of the ocean, in fair weather and foul, in Lockheed P2V Neptunes. Special submarine detection gear enables the P2V, despite darkness or fog, to pinpoint even submerged subs. And pro-

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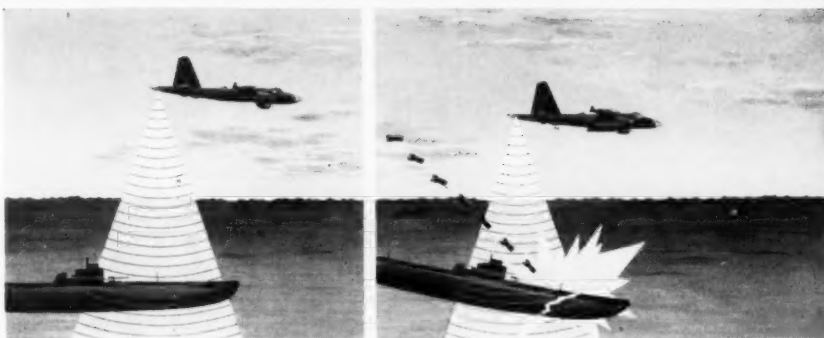
A CRUCIAL U.S. DEFENSE PROBLEM

Official R.A.A.F. photo (below) shows war games "attack" on British sub by Royal Australian Air Force Neptune. (P2V's are in military service for the following friendly countries: Australia, Canada, Great Britain, France, Japan and the Netherlands.)

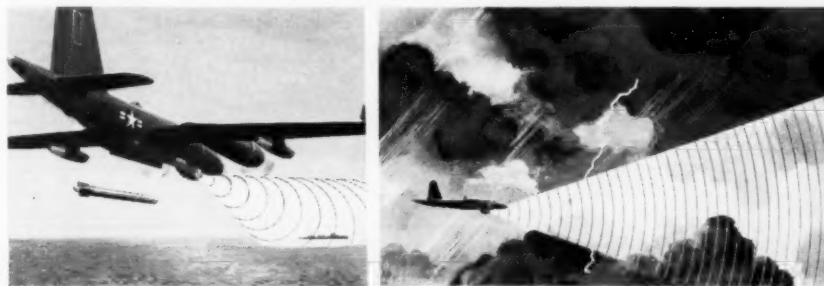


gressive modifications of the P2V have kept it militarily up to date at lowest cost to the Navy. Pound for pound, and dollar for dollar, the P2V *Neptune* is the most formidable patrol aircraft bearing the insignia of the U.S. Navy.

Recently the Navy awarded Lockheed its 24th contract for P2V *Neptunes*—a tribute to Lockheed's leadership in weapons system management, the development and application of electronics, and the design and production of long-range patrol aircraft.



These drawings illustrate the multiple-mission capabilities of the P2V *Neptune*: **1** Low-flying P2V's electronic gear spots submerged sub because its presence distorts the earth's magnetic field. **2** Depth-bombing a submerged sub, **3** torpedoing a surface ship or laying mines to disrupt enemy shipping are jobs the P2V can do equally well. **4** Spotting hurricanes and reporting their velocity and direction are routine but important P2V missions which save human lives and vast sums in property damage.



Lockheed Missile Research Laboratories to Be Built in Stanford's Industrial Park

A series of research laboratories will be constructed by Lockheed's Missile Systems Division on a 22-acre site adjacent to Stanford University, Palo Alto, California. On a nearby site of 275 acres, at Sunnyvale, Lockheed will build extensive new engineering, manufacturing and administration facilities. Lockheed's 3,000 scientists, engineers and technicians now developing guided missiles and unmanned aircraft at Van Nuys will transfer to Palo Alto and Sunnyvale as rapidly as construction permits.

The proximity of both new sites to Stanford will make the university's outstanding academic resources available to Lockheed research teams. And the new laboratory facilities to be built by Lockheed will provide Stanford scientists with technological tools and consulting opportunities hitherto unavailable.

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McCAULEY ARTICLE

(Continued from Page 17)

allow their timepieces to come too close. This magnetism is not strong enough to pull a monkey wrench out of the hip pocket of a passing mechanic, as some TWA maintenance men jocularly assert, but unless protective steps are taken it can affect the performance of compasses and other electronic equipment in the plane. TWA has developed a light-weight fiberboard shipping container, sheathed in metal, to contain the magnetic field. It is lined with foam rubber to cushion the instrument during transit. Special compensating magnets are also placed inside the plane to conceal the effect of magnetism on the compass.

These fiberboard containers are another phase of TWA's shipping research project. We must transport certain delicate radio and navigation units as well as more sturdy items. Wooden crates formerly used forced us to pay a heavy weight penalty, but by designing a light-weight fiberboard container we found we could eliminate this excess poundage and still have an efficient shipping container. To our surprise, these fiberboard containers are exhibiting a service life that exceeds the wooden crates and the original cost in most instances is no more than that of the wooden box. Although of limited application to most commercial shippers, manufacturers of delicate instruments could adapt TWA's shipping designs of foam rubber-lined fiberboard boxes for safe and dependable air cargo shipment. The airlines carry a great number of delicate instruments, such as fragile mercury-vapor lamps used in blueprint machines and other applications, because surface methods of shipment are too damaging.

While our fiberboard shipping containers will carry but a few specific units, our cardboard cartons will transport literally thousands of different items.

Multiple Uses

A few of our prefabricated cardboard cartons are designed to carry but one item, it is true, such as a brake and disc assembly, but most of them will accept several or even hundreds of different spare parts and materials. One box will carry more than 400 different types of aircraft instruments. Another four-compartment container, nicknamed the "whiskey case," will carry any standard item which can fit into a 4 x 4 x 8-inch space. TWA stockrooms

are filled with hundreds of parts this size or smaller.

A unique feature of this universal carrier is the fact that a part may be placed loose in a compartment with no protective packing. The cardboard sides of the container, designed with a one-inch protective cushion of air between the inner and outer wall, absorbs all the shock completely. Although the finished package may rattle, TWA has experienced no damaged shipments because of the all-around air-cell construction. We did have one problem with this container at first, though. Veteran shipping clerks, upon hearing the rattle, would promptly unpack the container and protect the part with some rags or other dunnage. Even when assured that the rattle was all right, they insisted, "It won't work." TWA's experience in the past few years proves that it does work—and work well. This one type of container handles about 50% of TWA's non-sensitive small items and represents a savings of about four pounds per item over former packaging methods.

TWA preprints quick assembly instructions on the cardboard boxes, which come flat as a space-saving measure. Also preprinted are the various stock numbers which can be shipped in it, if the container is a special design for a few types of items.

For Easier Handling

Our design engineers have specified a square corner design for all of TWA's shipping boxes. This permits easier handling on shipping docks and on warehouse shelves, where many items are stored already packaged as a protective measure and for speedier order filling. The "square" design was also adopted for use on the automatic conveyor systems in TWA's new \$25 million overhaul base and warehouse at Kansas City. The belt, roller, and overhead trolley conveyors can easier handle packages with square corners.

Although designed for but one roundtrip in most instances, TWA's experience has shown that the cardboard containers are much more durable than at first expected. A cardboard box, designed to carry an 80-pound brake assembly on one roundtrip to the field, actually is good for several trips in many cases. When shipping heavy items such as this, TWA takes the precaution of banding them with steel straps.

Not all items can be carried in cardboard or fiberboard boxes. Heavy propellers, for example, must be transported in a special wooden shipping box. Complete engines, less propeller,



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weighing more than 5,000 pounds, are carried aboard a special shipping skid which can be quickly forklifted into skyfreighters.

Certain very delicate navigation instruments must be shipped in a cardboard carton lined deeply on all sides with rubberized hog hair. Although extremely light in weight, TWA pays a space penalty for this type of container.

Commercial shippers, too, often face space limitations on air cargo shipments. Air cargo bins are not as flexible as most forms of surface transportation. Usually this simply means that the shipment must be broken down into

pieces small enough to fit inside cargo-plane doors. The air carrier should be contacted if shipments of unusual size, weight, or shape are contemplated. Usually the airline can find a way to handle the majority of such articles.

This was the case a few years ago when a certain TWA station, which shall remain nameless, accepted a very large piece of air freight. When the crated item wouldn't fit through the cargo doors, ingenious cargo men uncrated the freight, moved it inside and rebuilt the wooden packing case around it again. Needless to say, the destination station, which shall also remain nameless, struggled for hours in vain to unload the crate before giving up in disgust and firing off a wire to find out just how in blazes that box got inside the plane.

In 1955, TWA flew more than 32 million ton-miles of revenue air freight. This is in addition to our own non-revenue air cargo which we have been discussing, and is considerable.

We consider the air freight market capable of extensive expansion, need-

less to say, particularly as more shippers become aware of its advantages.

TWA's success with its prefabricated shipping container program to date raises the possibility that other shippers might be able to utilize air carriage to a greater degree through the development of a similar packaging research program. • • •

COMMERCIAL AIRCRAFT

(Continued from Page 12)

noise and airport runway length have still to be overcome by the big American jets, which are much heavier and more demanding than the *Comet*. We have two years' operating experience, and there is no substitute for the practical experience in jet operation which BOAC possesses." Sir Miles also announced that BOAC will double its *Viscount* fleet in the Caribbean area.

Continental Air Lines, which last December ordered a dozen *Viscount 810/840s*, has taken up its option for three more. The carrier has asked for an option on five more. Cruising speed of this transport will be 400 miles per hour.

Delta Air Lines is investing \$28½ million in six Douglas DC-8 jet planes. Delivery date of the first DC-8 is June 1, 1959, which, incidentally, will be Delta's 30th anniversary. The rest of the 550-mile-an-hour aircraft will be delivered between August of that year and early 1960.

First European airline to purchase the Lockheed *Electra* is KLM—and it has placed an order for a dozen of them. The order, including spares, tops \$30 million. Deliveries of the 410-mile-an-hour propjet begin in September, 1959. KLM's *Electras* will be somewhat different from those bought by American, Eastern, Braniff, and National. Innovations will include variable seating plans, large-size galley, four lavatories instead of two, addition of a navigator's station behind the main cockpit, and a provision for additional electronic equipment.

LAI-Italian Airline has ordered four 1649A *Super Constellations* from Lockheed. Purchase price: \$12 million. The first of the transports will be received in October of next year. The airliners will be christened the *Roman*, *Vesuvian*, *Ambrosian*, and *Sicilian*.

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will equip five additional DC-6Bs with airborne weather radar. According to Thomas J. Kirkland, vice president-operations, the excellent results which Panagra obtained from the use of Bendix RDR-1 radar in its DC-7B fleet prompted the decision to install it in the rest of its four-engine equipment.

Eleven more Vickers Viscounts (cost: \$12 million) have been ordered by Trans-Canada Air Lines. The new order—the airline's third—will bring TCA's Viscount fleet to 36. G. R. McGregor, president of the airline, asserted that the British transport "has lived up to, and in some cases exceeded, all our expectations," both from an operations and traffic point of view.

Douglas Aircraft recently revealed details of a refined DC-8 jetliner, one which would be slightly larger than the original. Cruising and top speeds of the transport remain unchanged, but maximum range has been increased to 6,720 on the intercontinental model. Fuselage will be lengthened 100 inches. Douglas reports that to date 10 airlines have placed firm order for a total of 107 DC-8s.

The Frye Corporation reports that it has received its first orders for six F-1 transports, with options for more, from Northern Consolidated Airlines and Wien Alaska Airlines. Production deliveries begin in the Summer of 1957. The F-1 is highly touted as an effective short-haul replacement for the venerable DC-3 (see November, 1955 AT).

Word from Washington is that the Navy will de-mothball 23 DC-3s for lease to commercial airlines. Some time ago the Navy leased a small number of DC-4s and DC-6s for airfreighting.

Lockheed reports the setting of two new flight records in a propjet *Super Constellation*. New marks included a speed of 479 miles per hour and a take-off weight of 166,400 pounds (a gross overload condition

approximately 11% above normal, and twice the weight of the first-model *Connie*



Propjet Super Constellation
Two new records

(flown in 1943). Normal cruising speed of the Navy's R7V-2 *Super Connies* is 440 miles per hour.

Douglas' first giant C-133A, said to be capable of carrying freight loads twice the capacity of the C-124 *Globemaster*, is

currently undergoing tests. The transport, built for the Air Force, has a span of 179 feet, 8 inches, and a fuselage measuring 148 feet, two inches long and 16 feet, two inches in diameter. Grossweight is 255,000 pounds (the *Globemaster II's* gross weight is 185,000 pounds). Payload is approximately 50 tons. The plane was designed primarily as an airlifter, but it can be modified to accommodate more than 200 troops or as a hospital transport. Rumor has it that the C-133A will operate at a cost of 4¢ a ton-mile, in contrast to the 11¢-a-ton-mile operating cost of the *Globemaster*.

Grumman is utilizing the basic airframe of its S2F sub-killer aircraft to produce the TF-1 for the Navy. Designed as a "passenger-cargo-trainer-utility version," the TF-1 has a deeper, wider, roomier fuselage. Passenger version is quickly and easily convertible to cargo.



Grumman TF-1
Cargo, too

Pointing out that a tremendous strain is placed on cargo-restraining tie-downs during an arrested carrier landing, Grumman engineers have invented a device which "traps the load in a fixed position." This consists of two parallel sets of movable vertical bulkheads installed between longitudinal rails, one attached to the overhead and the other to the deck. Vertical side posts may be inserted at any point along the length of the "cage," depending upon the size of the load. Cargo is trapped by this device.

HANDLING & PACKAGING

The Research Department of Hudson Pulp & Paper Corporation has developed Renacel, reported to be the first cold-proof, odorless sealing tape adhesive. It will be used exclusively in the manufacture of Hudson's

line of tapes. According to Alfred W. Aron, vice president in charge of the firm's Industrial Products Division, Renacel is the result of "years of exhaustive laboratory research." Aron stated that "a full year

was given over to trying it out under every conceivable condition of temperature and humidity, in virtually every part of the United States." Renacel is said to seal quickly and effectively with cold water, in cold rooms, on cold cartons. It wets fast, evenly, and completely, even with ice water, Hudson claims.

Initial tests at Wright-Patterson Air Force Base with a parachuteless airdrop container have met with success, a report issued by Cargo Packers, Inc., of Brooklyn, New York, states. The package, specifically designed to meet military needs for a pinpoint, parachuteless airdrop technique for radio receivers and transmitters, is constructed of standard, inexpensive packaging materials, "readily obtainable in the commercial market." There are no metal parts, apart from the shipping straps, and no complicated features. Julius B. Kipersmit, president of Cargo Packers, Inc., said that the key elements of the new package are a set of plywood retarder plates and the placement of the cushioning. Total weight of the package used in the tests was 425 pounds. The tests involved the free fall of a 125-pound radio receiver from a C-119 flying at approximately 150 miles per hour. The retarder plates slowed the fall to less than 52 miles per hour when it hit the concrete. Subsequent examination of the container showed the receiver case to be only slightly dented, while the inner chassis remained in operable condition. One wire, pulled too taut, had snapped, and four pieces of porcelain cracked; but there was no shear-

(Continued on Page 24)

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161 Descriptive literature on Baker-Raulang's FT-40, 4,000-pound capacity electric fork lift truck.

162 Descriptive literature on Baker-Raulang's FT 60, 6,000-pound capacity electric fork lift truck.

163 Domestic air freight tariff schedule of ABC Air Freight Company, Inc., including general and specific commodity rates.

164 Memorandum Tariff No. 2 of British Overseas Airways Corporation. Includes international air cargo rates and general information concerning shipping by air.

165 *Flight Plan*, a fascinating 36-page booklet which brings the reader behind the scenes of United Air Lines operation. Highly pictorial and extremely interesting.

166 For "five easy and utterly preposterous lessons" in mailing a letter, we heartily recommend this humorous but informative 14-page booklet, *How to Mail A Letter*.

167 You will want to read United Air Lines' *Industry's Flying Partner*, designed especially for those concerned with and interested in shipping by air.

168 Complete details on a new wire-bound shipping container design which simplifies costly "relay packing" as well as reduces costs.

169 Information on a new product which paints out all stencil and painted markings on shipping containers, making them fully reusable. Dries in less than five minutes.

170 Air Express International's new Golden Tariff—a condensed version of its big tariff, designed for area use. Arranged in easy-to-read tabular form.

171 Business executives and traffic executives will be interested in receiving this regularly issued newsletter published by Emery Air Freight Corporation. Contains interesting case histories of air-freighted shipments involving a wide variety of commodities.

172 Shippers and business executives are invited to read, *There's Profit in the Air with Clipper Cargo*, a 14-page book published by Pan American World Airways which features seven case histories showing how various businesses save large sums of money through the use of air cargo.

173 Users of steel band for packing their products will be interested in receiving this new two-page catalog sheet providing widths and thicknesses, number of feet per pound, and tensile strengths of light- and heavy-duty Alleghany Steel-band Strapping in all available sizes.

174 Literature on a new hand truck reportedly designed to lift easily a 700-pound load from floor level to truck body. Called the Easy-Lift Hand Truck, it combines the maneuverability of a hand truck with lifting advantages.

175 Information on a pneumatic stretch-er designed for use on round or irregular packages where the strapping surface is limited.

New Items This Month

It is the policy of the editors to retain each *Come 'n' Get It* item for a period of three months.

The items added this month are numbers 180 to 183 inclusive.

176 Flying down to South America to close a business deal or to relax for a while? We recommend you heartily to Panagra's 108-page illustrated book, *How to Get the Most Out of Your Trip to South America*.

177 Here's another handy Panagra booklet—this one specifically designed for the shipper and forwarder. Provides you with a quick reference guide to shipping from cities in the United States to countries in South America. Includes document requirements, routing patterns, etc.

178 Towmotor's set of three brochures detailing for busy executives concerned with materials handling the company's complete line of fork lift trucks, tractors, and accessories.

179 Interested in chartering an airliner? Here's an informative little folder which tells you all about the recently organized Air Charter Traffic Exchange.

180 Avianca has produced an unusual brochure which features a series of detailed colored street maps of the major cities it serves (Miami, Miami Beach, Bogota, Madrid, Paris) as well as international route maps showing Avianca's routes, connections, and terminal points.

181 Sixteen-page illustrated catalog of Automatic Transportation Company's whole line of electrically-driven industrial trucks.

182 See the World with Sabena is an excellent 14-page booklet containing a series of unusually fine photographs of some of the countries it serves.

183 Reprint of *Behind KLM's Cargo Drive*, a comprehensive report on the Dutch airline's efforts in the field of international air shipping.

MATERIALS HANDLING

(Continued from Page 23)

ing of components and the pilot lights were perfectly intact and operable.

Twenty-five years of packaging progress will be commemorated at the 1956 edition of the American Management Association's National Packaging Exposition. Some 30,000 executives from over 9,000 companies are expected to view the Silver Anniversary Show at Atlantic City's Convention Hall, April 9-12. The three-acre exposition will provide a graphic panorama of progress in packaging, reflecting the field's growth over the past quarter-century to a better than \$10-billion-a-year industry and the corresponding growth of the show. As the mart of the industry virtually synonymous with packaging itself, the exposition has become one of the nation's largest annual trade shows. Close to 400 exhibitors will take up some 130,000 square feet of the Convention Hall, to display the latest in equipment, materials, and services for the packaging, packing, and shipping of industrial and consumer goods. The entire main floor and about two-thirds of the lower level will be used for this year's show. In addition, booths will be placed on the auditorium stage. Last year's Packaging Exposition, in Chicago's International Amphitheatre, was a record one, with more than 380 exhibitors and approximately 133,000 square feet of floor space.

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AIR SHIPPING ★ ★ ★

[REG. U. S. PAT. OFF.]

International Airline Cargo Rates

(including U. S. possessions and territories)

Air cargo rates quoted in this section refer only to points served direct by carriers, or by transshipment aboard aircraft of the same company. Interline agreements among most carriers enable shippers to route their cargoes via connecting airlines to nearly every part of the world. Rates are based on prevailing tariffs, airport to airport (see note).

Shippers are warned, however, that these rates are subject to change.

All international rates are quoted on an airport-to-airport service, with the pickup and delivery charges wholly apart.

Air carriers whose schedules and rates are included here are indicated by the following the airport symbol (see below).

AIRPORT SYMBOLS

ACG—Anchorage	MEX—Mexico City
BAL—Baltimore	MIA—Miami
BGR—Bangor, Me.	MKE—Milwaukee
BUJ—Beaumont, Tex.	MSP—Minneapolis-St. Paul
BOS—Boston	MOB—Mobile
BRO—Brownsville, Tex.	YML—Montreal
BTY—Burlington, Vt.	MSY—New Orleans
CHS—Charleston, S. C.	LGA—New York (La Guardia)
CHI—Chicago	IDL—New York (Idlewild)
CVG—Cincinnati	
CLE—Cleveland	EWK—Newark
CRP—Corpus Christi, Tex.	ORF—Norfolk
CTB—Cut Bank, Mont.	NLD—Nuevo Laredo, Mex.
DAL—Dallas	OAK—Oakland, Calif.
DEN—Denver	OMA—Omaha, Nebr.
DIA—Detroit	PAK—Paducah, Ky.
DLH—Duluth	PIA—Peoria, Ill.
ELD—El Dorado, Ark.	PHL—Philadelphia
ELP—El Paso	PIT—Pittsburgh
EVV—Evanston, Ind.	PDX—Portland, Ore.
FWA—Fort Wayne, Ind.	PVD—Providence
FTW—Fort Worth	VOY—Sydney, N. S.
GFK—Grand Forks, N. D.	SLC—Salt Lake City
GRW—Greenwood, Miss.	SAT—San Antonio
BDL—Hartford	SFO—San Francisco
HAV—Havana	SAV—Savannah
HOT—Hot Springs, Ark.	SEA—Seattle
HOU—Houston	SHV—Shreveport, La.
HNL—Honolulu	SGF—Springfield, Mo.
IND—Indianapolis	TPA—Tampa
JAN—Jackson, Miss.	HUF—Terre Haute, Ind.
JAX—Jacksonville	TOL—Toledo, Ohio
MKC—Kansas City, Mo.	YTO—Toronto, Ont.
KIN—Kingston, Jam.	YVR—Vancouver, B. C.
LRD—Laredo	DCA—Washington D. C.
LIT—Little Rock, Ark.	
LAX—Los Angeles	
MEM—Memphis	

AIRLINE SYMBOLS

A—American Airlines
AF—Air France
AS—Aerovias Sud Americanas
AV—Avianca
B—British Overseas Airways
BO—British Overseas Airways Corp.
BZ—Brazilian International Airways REAL System
C—Colonial Airlines

E—Eastern Air Lines
EL—El Al (Israel Airlines)
I—Icelandic Airlines
IB—Iberia Air Lines of Spain
J—Japan Airlines
K—KLM Royal Dutch Airlines
LI—Linee Aeree Italiane (Italian Airlines)
LH—Lufthansa German Airlines
LV—Lineas Aeropostal Venezolana
N—National Airlines
NE—Northeast Airlines
NW—Northwest Airlines
P—Pan American World Airways and Panagra
Q—Qantas Empire Airways
R—Riddle Airlines
RA—RANSa
S—Sabena Belgian Airlines
SS—Scandinavian Airlines System
SW—Seaboard & Western Airlines
SN—Swissair
T—Trans-Canada Air Lines
TA—TACA International Airlines
TL—Transocean Air Lines
TN—TAN Airlines
TW—Trans World Airlines
U—United Air Lines
V—VARIG Airlines
W—Western Air Lines

SPECIAL NOTES

COMMODITY RATES: Apply to airlines.

FREIGHT OVER 1,000 POUNDS—Apply to airline for rates

TRANSPACIFIC FREIGHT: Apply to airline for lower rates for shipments of over 440 pounds.

AF: Valuation charge is applicable only on shipments equal to or more than \$7.48 per pound.

L: Shipments of less than 22 lbs. are sent air express.

T: More economical rates are offered for bulk cargo. There is a basic rate for cargoes 25 pounds and less, between 25 pounds and 100 pounds, and over 100 pounds. Consult the airline direct.

TC: Cheaper "deferred" rate available. Contact airline direct.

RATE SYMBOLS

- * This involves onward carriage by another airline.
- ** Per \$100 (Canadian Currency) value, pro-rata.
- † Minimum charge for this shipment is that for 25 lbs.
- ‡ Rate of 25 lbs. or less.
- § Minimum weight 50 lbs.
- ¶ Per hundredweight.
- ‡ Minimum charge per shipment \$3.00.
- ‡‡ Minimum charge per shipment \$4.00.
- ‡‡‡ Minimum charge per shipment \$7.00.
- c Canadian Currency.
- d Daily freighter service.
- m Minimum charge under 100 lbs.
- tm Truck to Miami.

Destination	Airport and Airline	RATES (See Note)			Depart
		Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value	
Aalborg, Denmark	IDL SS	1.23	.93	...	Sa, T, Th
"	LAX SS	1.31	1.19	...	M, W, Sa
Abadan, Iran	IDL SS	2.00	1.51	...	T, Th
"	BOS BO	1.99	1.49	...	"
"	YML BO	1.96	1.47	...	"
"	IDL BO	2.00	1.51	...	"
Abidjan, Ivory Coast	IDL AF	1.83	1.37	40	T, Sa, M, W
"	BOS AF	1.81	1.36	40	Sa
"	CHI AF	1.88	1.42	40	W, Sa
"	YML AF	1.79	1.34	40	W, Sa
Abo, Finland	IDL SS	1.36	1.02	40	Dly
Accra, Br. Gold Coast	IDL P	1.83	1.37	40	Su, Th
"	BOS P	1.81	1.36	40	Th
"	BOS BO	1.81	1.36	40	Th, Sa
"	IDL BO	1.83	1.37	40	Dly
"	YML BO	1.79	1.34	40	"
"	IDL AF	1.83	1.37	40	M, Th
"	BOS AF	1.81	1.36	40	Sa
"	CHI AF	1.88	1.42	40	W, Sa
"	YML AF	1.79	1.34	40	W, Sa
Addis Ababa, Ethiopia	IDL BO	2.25	1.69	40	Dly
"	BOS BO	2.24	1.68	40	Th, Sa
"	YML BO	2.21	1.69	...	"
Aden, Aden	IDL BO	2.24	1.68	40	Dly
"	BOS BO	2.22	1.67	40	Th, Sa
"	YML BO	2.26	1.70	...	"
Ahmedabad, India	IDL BO	2.48	1.88	40	Dly
"	BOS BO	2.46	1.86	...	"
"	YML BO	2.44	1.85	...	"

Destination	Airport and Airline	RATES (See Note)			Depart
		Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value	
Ajaccio, Corsica	IDL AF	1.27	.96	40	Dly except Sa
"	BOS AF	1.26	.95	40	Sa
"	CHI AF	1.33	1.01	40	W, Sa
"	YML AF	1.24	.93	40	W, Sa
Albertville, Belgian Congo	IDL S	2.19	1.64	40	Th, Sa
Aleppo, Syria	YML AF	1.75	1.32	40	"
"	IDL LI	1.47	1.10	40	M, W, F
Alghero, Italy	BOS LI	1.45	1.09	40	F
Algiers, Algeria	IDL TW	1.33	1.00	40	T
"	IDL AF	1.33	1.00	40	Dly
"	BOS AF	1.32	.98	40	Sa
"	CHI AF	1.39	1.05	40	W, Sa
"	YML AF	1.29	.97	40	W, Sa
"	BOS TW	1.39	1.05	40	T
"	CHI TW	1.39	1.05	40	T
"	PHL TW	1.35	1.02	40	T
"	MKC TW	1.46	1.11	40	T
"	LAX TW	1.60	1.26	40	M
"	IDL BO	1.33	1.00	40	"
"	BOS BO	1.32	.98	40	"
Aleppo, Syria	IDL AF	1.79	1.34	40	T, Th, Sa
"	BOS AF	1.77	1.33	40	Sa
Amman Trans Jordan	IDL BO	1.79	1.34	40	"
"	BOS BO	1.77	1.33	40	"
"	YML BO	1.75	1.31	...	"
Amsterdam, Neth.	IDL S	1.17	.88	30	Dly except M
"	IDL BO	1.17	.88	30	Dly
"	BOS BO	1.15	.86	30	Th, Sa
"	MIA BO	1.28	.98	30	W, Sa

Destination	Airport and Airline	RATES (See Note)			Depart
		Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value	
Amsterdam (Cont'd)	YML BO	1.12	.84	...	"
"	IDL P	1.17	.88	30	Dly ex. Th
"	BOS P	1.15	.86	30	Dly ex. Th
"	IDL SS	1.17	.88	30	Dly
"	LAX SS	1.43	1.13	40	M, W, Sa
"	IDL SR	1.17	.88	30	Dly except M
"	IDL AF	1.17	.88	30	Dly
"	BOS AF	1.15	.86	30	"
"	CHI AF	1.22	.93	40	"
"	YML AF	1.12	.84	30	"
"	IDL K	1.17	.88	30	Dly
"	YML K	1.12	.84	30	Su, W, Sa
"	IDL SW	1.17	.88	30	"
"	IDL EL	1.17	.88	30	T, F, Sa
Anchorage, Alaska	SEA NW	.23	.17	15	Dly
"	MSP NW	.41	.31	15	Dly
"	IDL NW	.52	.39	...	Dly
"	CHI NW	.44	.33	...	Dly
Antigua, B.W.I.	IDL P	.34	.26	20	Dly
"	MIA BO	.25	.19	10	Dly
"	MIA BO	.25	.19	10	W, Sa
"	IDL BO	.34	.26	20	M, W, Sa
"	YML BO	.39	.30	...	"
Antilla, Cuba	MIA P	.20	.15	10	Dly
Antofagasta, Chile	MIA P	1.13	.85	30	M, Th, F
"	MSY P	1.19	.90	30	Su, W, Th
"	HOU P	1.22	.92	40	Th, Sa
"	BRO P	1.22	.92	40	Su, W, Th
"	LAX P	1.36	1.02	40	Su, Th
Antwerp, Belgium	IDL S	1.17	.88	...	Dly except M
"	IDL BO	1.18	.88	...	Dly
"	BOS BO	1.16	.87	...	T, Th
"	YML BO	1.13	.85	...	Su, T, W, Sa
Araquari, Brazil	IDL P	1.25	.94	40	Dly
"	MIA P	1.18	.88	30	W, Sa
"	MSY P	1.53	1.33	20	T, Th
"	HOU P	1.68	1.68	20	Su, W
"	BRO P	1.60	1.60	20	T, Th
"	LAX P	1.90	1.90	20	M, W, F
"	MIA BZ	1.17	.84	20	T, Th, Sa
"	IDL V	1.55	1.35	20	W, Sa
Araguari, Brazil	MIA BZ	1.13	.80	...	T, Th, Sa
Arecibo, P. R.	MIA R	.15	.12	...	Dly
"	IDL R	.22	.20	...	Dly
Arequipa, Peru	MIA P	1.00	.75	30	Su
"	MSY P	1.07	.80	30	Su
"	HOU P	1.09	.82	30	Sa
"	BRO P	1.09	.82	30	Sa
"	LAX P	1.22	.92	40	Th
Arica, Chile	MIA P	1.07	.80	30	Su
"	MSY P	1.12	.85	30	Su
"	HOU P	1.16	.87	30	Sa
"	BRO P	1.16	.87	30	Sa
"	LAX P	1.22	.92	40	Th
Armenia, Colombia	MIA AV	.54	.41	15	M, T, W, F, Su
"	IDL AV	.64	.48	...	Su, T, W, Th, Sa
"	MSY P	.60	.45	...	Su, W
"	HOU P	.63	.48	...	Su, W
"	BRO P	.63	.48	...	M, Th, Sa
"	LAX P	.77	.58	...	Su, T, Th
Aruba, N.W.I.	MIA K	.30	.22	15	Dly
"	YML K	.45	.35	15	Dly
"	YML BO	.45	.35	15	"
"	MIA RN	.30	.23	15	Th
Asmara, Eritrea	IDL BO	2.11	1.58	25	Dly
"	BOS BO	2.09	1.57	25	Dly
"	YML BO	2.10	1.58	...	"
"	IDL SR	2.08	1.56	25	Dly except M
Asuncion, Paraguay	BRO B	1.49	1.12	40	M, F
"	CHI B	1.50	1.13	40	M, F
"	CRP B	1.49	1.12	40	M, F
"	DAL B	1.50	1.13	40	M, F
"	FTW B	1.50	1.13	40	M, F
"	HOU B	1.49	1.12	40	M, F
"	LRD B	1.55	1.16	40	M, F
"	MIA B	1.59	1.04	40	M, F
"	SAT B	1.50	1.13	40	M, F
"	MIA BZ	1.29	.95	20	T, Th, Sa
"	IDL P	1.47	1.11	...	Th
"	HOU P	1.49	1.12	40	W, F
"	BRO P	1.49	1.12	40	Th
"	LAX P	1.39	1.05	40	T, Th
"	MIA P	1.39	1.05	40	Dly
Athens, Greece	IDL LI	1.60	1.20	40	M, W, F
"	BOS LI	1.58	1.19	40	"
"	IDL BO	1.60	1.20	25	Dly
"	YML BO	1.56	1.17	...	"
"	BOS BO	1.58	1.19	25	Dly
"	IDL AF	1.60	1.20	40	Su, T, W, F
"	BOS AF	1.59	1.19	40	Sa
"	CHI AF	1.66	1.26	40	W, Sa
"	YML AF	1.56	1.17	40	W, Sa
"	IDL K	1.60	1.20	30	Su, M, W, Th
"	PHL TW	1.62	1.22	40	9 Weekly
"	IDL EL	1.60	1.20	25	T, F, Sa
"	IDL SS	1.60	1.20	25	Dly
"	LAX SS	1.87	1.46	40	M, W, Sa
"	IDL TW	1.60	1.20	40	9 Weekly
"	CHI TW	1.66	1.26	40	9 Weekly
"	PHL TW	1.62	1.22	40	9 Weekly
"	MKC TW	1.73	1.31	40	9 Weekly
"	LAX TW	1.87	1.46	40	9 Weekly

INTERNATIONAL AIR CARGO RATE TABLES—Continued

RATES (See Note)					RATES (See Note)					RATES (See Note)							
Destination	Airport and Airline	Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value	Depart	Destination	Airport and Airline	Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value	Depart	Destination	Airport and Airline	Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value	Depart
Athens (Cont'd.)	BOS TW	1.58	1.19	40	W.Sa	Ban'ville, Bel. Con.	IDL S	2.18	1.63	40	Su,Th	"	IDL SS	1.79	1.34	40	Dly
"	IDL S	1.60	1.20	30	Su,T,F	Baracosa, Cuba	MIA P	1.18	1.47	07	Dly	"	LAX SS	2.05	1.60	40	M
"	IDL SR	1.60	1.20	40	Dly ex. M,W	Barbados, B.W.I.	IDL BO	44	33	15	Dly	"	IDL S	1.75	1.32	40	W
"	IDL SW	1.60	1.20	40	M,Th,Sa	"	MIA BO	37	29	15	W.Sa	"	IDL P	1.75	1.32	40	M,W,F,Sa
Auckland, N. Z.	LAX P	2.04	1.53	40	M,Th,Sa	Barcelona, Spain	YML BO	49	37	40	Sa,T,F	"	BOS P	1.73	1.39	40	M,W,F,Sa
"	SFO P	2.04	1.53	40	M,Th,Sa	"	IDL AF	1.27	95	40	Sa,T,F	"	IDL K	1.75	1.32	25	Dly except W
"	PDX P	2.04	1.53	40	M,T,F	"	BOS AF	1.25	94	40	W,Sa	"	YML K	1.71	1.28	25	Su,W,Sa
"	SEA P	2.04	1.53	40	M,T,F	"	CHI AF	1.32	1.00	40	W,Sa	"	IDL BO	1.79	1.34	25	Dly
"	SFO Q	2.04	1.53	40	M,W,F	"	YML AF	1.22	92	40	W,Sa	"	BOS BO	1.77	1.33	25	Th,Sa
"	YVR Q	2.04	1.53	40	Su	"	IDL IB	1.27	95	25	W,F	"	YML BO	1.75	1.31	25	M,W,F,Sa
"	BOS BO	3.89	2.92	25	Th,Sa	"	IDL S	1.27	95	40	Th,Sa	"	IDL SR	1.75	1.32	40	Dly ex. M,W
"	IDL BO	3.91	2.93	25	Dly	"	IDL P	1.27	95	40	T,Sa	"	IDL P	80	65	30	Su,T,W
"	YML BO	3.86	2.90	25	Dly	"	BOS P	1.23	94	40	T,Sa	"	MIA P	79	59	30	Su
"	SEA NW	2.04	1.53	40	M,W,F	"	IDL SR	1.27	95	40	Dly ex. M,W	"	MSY P	86	65	30	Su,W
"	IDL NW	2.34	1.78	40	M,W,F	"	IDL SS	1.27	95	40	M,F	"	HOU P	89	67	30	T,Th
"	CHI NW	2.25	1.72	40	M,W,F	"	LAX SS	1.53	1.21	40	M,W	"	BRO P	86	65	30	T,Th
"	MSP NW	2.25	1.71	40	M,W,F	"	IDL BO	1.27	95	25	Dly	"	LAX P	1.03	77	30	T
Bahdad, Iraq	IDL BO	1.93	1.45	25	Dly	"	YML BO	1.22	92	25	Th,Sa	"	IDL V	94	71	20	W,Sa
"	BOS BO	1.91	1.43	25	Th,Sa	"	BOS BO	1.25	94	25	Th,Sa	"	IDL AL	94	68	F	F
"	YML BO	1.89	1.42	25	Th,Sa	"	IDL K	1.27	95	25	Su,M,Th,Sa	"	MIA BZ	70	52	15	T,Th,Sa
"	IDL K	1.94	1.48	20	Su,T,Th	Barcelona, Venezuela	CHI DC	52	35	15	Dly	"	IDL BZ	86	63	15	Dly
"	YML K	1.89	1.42	25	W,F	"	YIP DC	52	35	15	Dly	"	IDL BO	1.08	81	20	Dly
"	IDL SS	1.93	1.45	40	W,F	"	HOU DC	49	34	15	Dly	"	YML BO	1.03	78	20	Th,Sa
"	IDL AF	1.93	1.45	40	Su,T,W	"	MEM DC	49	32	15	Dly	"	BOS BO	1.06	79	20	Th,Sa
"	BOS AF	1.91	1.43	40	Sa	"	MSY DC	45	30	15	Dly	"	IDL SS	1.08	81	30	Dly
"	YML AF	1.89	1.42	40	W,Sa	"	IDL LV	51	30	15	Dly except M	"	IDL SR	1.52	1.14	40	Su,T,Th,Sa
"	CHI AF	1.98	1.50	40	W,Sa	"	MIA LV	41	31	15	Dly except Su	"	IDL BO	1.52	1.14	25	Dly
"	IDL EL	1.93	1.45	25	Su,T,F	"	MIA RN	41	31	15	W	"	BOS BO	1.50	1.13	25	Th,Sa
Bahrain, Arabia	IDL BO	2.09	1.57	25	Dly	Bari, Italy	IDL LI	1.46	1.10	40	M,W,F	"	YML BO	1.48	1.11	40	Th
"	BOS BO	2.07	1.56	25	W,Sa	"	BOS LI	1.44	1.09	40	F	"	IDL S	1.52	1.14	40	Th
"	YML BO	2.05	1.54	25	W,Sa	Barranca, Col.	MIA AV	54	41	15	Dly ex. M,F	"	MSY TA	33	16	15	W,Sa
Bakwanga, Bel. Con.	IDL S	2.34	1.75	40	Th,Sa	Bermeja, Col.	IDL AV	64	48	15	Dly ex. M,F	"	MEX TA	33	24	15	W,Sa
Bahiba, Canal Zone	MIA P	39	20	20	Dly	"	MIA P	54	41	15	Dly	"	IDL BO	63	48	15	F,Sa,Su
"	MSY P	45	34	20	Dly ex. M,F	"	MSY P	60	45	15	M,T,Th,F,Sa	"	MIA BO	53	40	15	W,Sa
"	HOU P	48	37	20	Dly	"	BRO P	63	48	15	Su,W	"	PIE AS	25	14	15	Dly
"	BRO P	48	37	20	Dly except Su	"	HOU P	63	48	15	Su,W	"	MIA TN	20	15	15	M,Th
"	LAX P	61	46	20	T,Th,Sa	Barranquilla, Col.	MIA AV	39	20	15	Dly ex. M,F	"	IDL P	1.35	1.02	40	Dly except M
"	WRO B	48	36	20	Su,M,Sa	"	IDL AV	49	37	15	M,F	"	MIA P	1.28	96	40	T,Th,Sa
"	CRP B	48	36	20	Su,M,Sa	"	MSY P	45	34	20	M,F	"	MSY P	1.35	1.02	40	M,F
"	DAL B	51	38	20	Su,M,Sa	"	HOU P	48	37	20	Su,T,Th	"	HOU P	1.35	1.02	40	M,F
"	FTW B	51	38	20	Su,M,Sa	"	BRO P	48	37	20	T,Th	"	BRO P	1.38	1.04	40	T,Th
"	HOU B	48	36	20	Su,M,Sa	"	LAX P	63	47	20	M,W,F	"	LAX P	1.50	1.12	40	M,W,F
"	LRD B	54	41	20	Su,M,Sa	"	MIA K	39	29	15	M,Th,F	"	MIA BZ	1.28	96	20	T,Th,Sa
"	MIA B	39	20	20	Su,M,Sa	"	YML K	34	41	15	F	"	IDL BZ	1.44	97	20	Dly
"	SAT B	51	38	20	Su,M,Sa	"	YML BO	34	41	15	F	"	IDL AF	2.09	1.56	40	Dly
"	MSY TA	45	24	20	W,Sa	Basankusu, Congo	IDL S	2.25	1.69	40	Su,Th	"	BOS AF	2.07	1.55	40	Dly
Bamako, Fr. W. Afr.	IDL AF	1.78	1.33	40	Th	Belgian Congo	IDL SR	1.24	93	40	Dly ex. M,W	"	CHI AF	2.15	1.62	40	Dly
"	BOS AF	1.76	1.32	40	Sa	Basle, Switzerland	IDL BO	1.24	93	25	Dly	"	YML AF	2.05	1.53	40	Dly
"	CHI AF	1.84	1.39	40	W,Sa	"	BOS BO	1.22	92	20	Th,Sa	"	IDL BO	1.24	93	25	Dly
"	YML AF	1.74	1.30	40	W,Sa	"	YML BO	1.20	90	20	Th,Sa	"	BOS BO	1.22	92	25	Dly
Bangkok, Siam	IDL P	2.95	2.22	40	Dly except Th	"	IDL AF	1.24	93	40	Dly	"	YML BO	1.20	90	20	Dly
"	PDX P	2.71	2.04	40	Su,T,Th	"	BOS AF	1.22	92	40	Dly	"	IDL SS	1.24	93	25	Dly except Sa
"	SEA P	2.71	2.04	40	Su,T,Th	"	CHI AF	1.30	98	40	Dly	"	LAX SS	1.51	1.19	40	M,W,Sa
"	LAX P	2.71	2.04	40	M,W,F,Sa	"	YML AF	1.20	90	20	Dly	"	IDL BO	1.30	98	25	Dly
"	BOS P	2.99	2.25	40	Dly except Th	"	IDL SS	1.24	93	40	Dly	"	BOS BO	1.28	97	25	W,Sa
"	SFO P	2.77	2.08	40	Su,T,Th	"	IDL K	1.96	1.47	20	T,F	"	YML BO	1.26	95	40	Dly
"	IDL SS	2.95	2.21	40	T,Th,Sa	"	YML K	1.92	1.44	25	Th,Sa	"	IDL LH	1.30	98	40	M,T,Th,F,Sa
"	LAX SS	3.22	2.47	40	M,W,Sa	"	BOS BO	1.99	1.50	20	Th,Sa	"	IDL AF	1.30	98	40	Dly
"	IDL AF	2.86	2.15	40	Sa	"	YML BO	1.97	1.48	20	Th,Sa	"	BOS AF	1.28	97	40	F
"	BOS AF	2.84	2.13	40	Sa	"	IDL BO	2.01	1.51	40	Su,T	"	CHI AF	1.36	1.03	40	Dly
"	CHI AF	2.92	2.20	40	W,Sa	"	IDL TW	2.01	1.50	40	Su,T	"	YML AF	1.26	95	40	Dly
"	YML AF	2.82	2.13	40	W,Sa	"	PHL TW	2.03	1.52	40	Su,T	"	BOS P	1.28	97	40	Dly except Su
"	IDL BO	2.95	2.21	33	Dly	"	CHI TW	2.07	1.56	40	Su,T	"	IDL P	1.31	98	40	Dly except Su
"	BOS BO	2.93	2.20	33	Th,Sa	"	MKCTW	2.14	1.62	40	Su,T	"	IDL SR	1.30	98	40	Dly ex. M,W
"	YML BO	2.91	2.18	33	Th,Sa	"	LAX TW	2.28	1.76	30	M,Sa	"	IDL SS	1.30	98	40	Dly
"	IDL K	2.86	2.15	33	Dly	"	IDL SR	1.96	1.47	40	T,Sa	"	LAX SS	1.57	1.23	40	M,W,Sa
"	YML K	2.82	2.11	27	W,Sa	"	IDL S	2.25	1.69	40	Su,Th	"	DCA C	20	15	10	Dly
"	IDL J	2.95	2.22	40	T,Th,Sa	"	IDL AF	1.27	96	40	Dly except F	"	IDL P	20	15	10	Sa,M
"	SFO J	2.71	2.04	40	T,Th,Sa	Bastia, Corsica	BOS AF	1.29	95	40	Sa	"	BOS P	20	15	10	Dly
"	IDL SR	2.95	2.15	40	Su,T,Th,Sa	"	CHI AF	1.34	1.01	40	W,Sa	"	YML T**	25	19	05	Su,W
"	IDL NW	2.95	2.21	40	M,W,F	"	YML AF	1.24	93	40	W,Sa	"	YTO T**	25	19	05	Su,W
"	PDX NW	2.71	2.04	40	M,W,F	Batouzi, F. E. A.	IDL AF	2.09	1.56	40	Dly	"	BOS BO	20	15	07	Th,Sa
"	SEA NW	2.71	2.04	40	M,W,F	"	BOS AF	2.07	1.55	40	Dly	"	YML BO	25	19	07	Th,Sa
"	MSP NW	2.93	2.21	40	M,W,F	"	CHI AF	2.15	1.62	40	Dly	"	MIA BO	25	19	07	Th,Sa
"	CHI NW	2.17	1.96	40	M,W,F	"	YML AF	2.05	1.53	40	Dly	"	IDL BO	20	15	07	Su,F,Sa
"	YIP NW	2.91	2.19	40	M,W,F	"	MIA P	14	11	07	Dly	"	IDL BO	1.24	93	25	Dly
Bangui, Fr. Eq. Af.	IDL S	2.30	1.72	40	T	Bayamo, Cuba	IDL AF	1.75	1.32	40	Su,T,W,F,Sa	"	YML BO	1.20	90	20	Dly
"	IDL AF	2.09	1.56	40	Sa	Beirut, Lebanon	BOS AF	1.73	1.30	40	Sa	"	BOS BO	1.22	92	25	Dly
"	BOS AF	2.07	1.55	40	Sa	"	CHI AF	1.61	1.37	40	W,Sa	"	IDL SR	1.24	93	40	Dly ex. M,W
"	CHI AF	2.15	1.62	40	W,Sa	"	YML AF	1.71	1.29	40	W,Sa	"	"	"	"	"	"
"	YML AF	2.05	1.53	40	W,Sa	"	"	"	"	"	"	"	"	"	"	"	"

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INTERNATIONAL AIR CARGO RATE TABLES—Continued

Destination	Airport and Airline	RATES (See Note)				Depart	Destination	Airport and Airline	RATES (See Note)				Depart	Destination	Airport and Airline	RATES (See Note)				Depart
		Per Lb. Over 100 Lbs.	Per Lb. Over 100 Lbs.	Per \$100 Value	Per \$100 Value				Per Lb. Over 100 Lbs.	Per Lb. Over 100 Lbs.	Per \$100 Value	Per \$100 Value				Per Lb. Over 100 Lbs.	Per Lb. Over 100 Lbs.	Per \$100 Value	Per \$100 Value	
Birmingham, England	BOS BO	1.06	.80	20	Th,Sa		Buenos Aires	LAX P	1.69	1.27	40	W,F		Christiansand, Norway	IDL K	1.24	.93	20	W,F	
	IDL BO	1.08	.81	20	Dly		" (Cont'd)	IDL V	1.55	1.16	20	W,Sa			IDL S	1.20	.90	20	W	
	YML BO	1.04	.78					BRO B	1.56	1.17	40	M,F			IDL SS	1.24	.93	40	Th,Sa	
Bitam, F.E.A.	IDL AF	2.09	1.56	40				CRP B	1.56	1.17	40	M,F			IDL SS	1.24	.93	40	Dly	
	BOS AF	2.07	1.55	40				DAL B	1.59	1.20	40	M,F			LAX SS	1.51	1.19		W,Sa	
	CHI AF	2.07	1.55	40				FTW B	1.59	1.20	40	M,F			MIA P	31	24	20	Sa,Su,T,Th	
	YML AF	2.15	1.62	40				HOU B	1.56	1.17	40	M,F			MSY P	28	21	20	Sa,Su,T,Th	
Blantyre, Nyasaland	IDL BO	2.15	1.61	25	Dly			LRD B	1.61	1.21	40	M,F			IDL P	25	21	10	Dly	
	BOS BO	2.13	1.60	25	W,Sa			MIA B	1.47	1.10	40	M,F			IDL V	15	12	10	Dly	
	YML BO	2.11	1.58					SAT B	1.56	1.17	40	M,F			IDL V	15	12	15	Sa	
Bloufontein, S. Africa	IDL BO	2.24	1.68	25	Dly			MIA BZ	1.36	1.01	20	T,Th,Sa			CHI DC	25	24	12	M,T,Sa	
	BOS BO	2.22	1.66	25	W,Sa			IDL BZ	1.52	1.12	20				YIP DC	27	23	12	M,T,Sa	
	YML BO	2.20	1.65					YML BO	1.60	1.20					HOU DC	25	22	12	M,T,Sa	
Bobo, Dioulaso, Fr. W. Afr.	IDL AF	1.78	1.35	40	W		Bukavu, Bel. Con.	IDL S	2.09	1.56	40	Dly except M			MSY DC	22	18	12	M,T,Sa	
	BOS AF	1.84	1.39	40	W			IDL S	2.09	1.56	40	Dly			MEM DC	26	21	12	M,T,Sa	
	CHI AF	1.74	1.30	40	W,Sa		Bulawayo, S. Rhodesia	IDL BO	2.15	1.61	20	Dly			MIA P	1.13	.85	30	Sa,M,W,Th	
	YML AF	2.05	1.53	40	W,Sa			BOS BO	2.13	1.60	20	Th,Sa			MSY P	1.19	.90	30	Sa,M,W,Th	
Bondo, Bel. Congo	IDL S	2.22	1.67	40	Th			YML BO	2.11	1.58					HOU P	1.22	.92	30	Sa,Su,T,W	
Bogota, Colombia	YML AV	.60	.45	20	Sa,W			IDL LI	1.47	1.10	40	M,W,F			BRO P	1.22	.92	30	Sa,Su,T,W	
	MIA AV	.64	.48	15	M,T,W,F,Su		Cagliari, Italy	IDL LI	1.47	1.10	40	M,W,F			LAX P	1.36	1.02	30	M,W	
	PIE AS	.50	.28	23	Sa,W			BOS BO	2.11	1.58					IDL S	1.21	.91	30	Dly except M	
	YML BO	.70	.53				Caibarien, Cuba	MIA P	1.4	1.1	10	Dly			IDL BO	1.21	.91	20	Dly	
Bombay, India	IDL BO	2.51	1.88	25	Dly		Cairo, Egypt	IDL S	1.79	1.34	40	Th,F,Sa			BOS BO	1.19	.89	20	Dly	
	YML BO	2.47	1.85					IDL BO	1.77	1.33	25	Dly			YML BO	1.17	.88			
	BOS BO	2.47	1.85	25	Th,Sa			BOS BO	1.79	1.34	25	Th,Sa			IDL AF	1.21	.91	40	M,T,W,Th,F	
	CHI TW	2.87	1.94	40	Sa,T			IDL AF	1.79	1.34	40	T,W,Th,Sa			BOS AF	1.19	.89	30	Sa	
	IDL TW	2.51	1.90	40	Sa,T			BOS AF	1.77	1.33	40	W,Sa			CHI AF	1.27	.96	40	W,Sa	
	PHL TW	2.53	1.98	40	Sa,T			CHI AF	1.85	1.39	40	W,Sa			YML AF	1.17	.88	30	W,Sa	
	MKCT TW	2.64	1.99	40	Sa,T			YML AF	1.75	1.31	40	W,Sa			IDL P	1.21	.91	40	Dly	
	LAX TW	2.78	2.14	40	M,Sa			IDL K	1.79	1.34	25	Sa,M,T,W,F			BOS P	1.19	.90	30	Dly	
	IDL SR	2.44	1.83	40	Dly ex. M,W			YML K	1.71	1.28	25	W			IDL BO	2.66	1.99	40	Dly	
Bonafre, N.W.I.	MIA K	1.30	1.05	40	Sa			IDL SS	1.79	1.32	40	M,W,Sa			BOS BO	2.64	1.98	40	Th,Sa	
Bone, Alg.	IDL AF	1.33	1.00	40	Dly			LAX SS	2.09	1.56	40	M,W,Sa			YML BO	2.62	1.96			
	BOS AF	1.31	.98	40				IDL TW	1.79	1.34	40	Dly			IDL TW	2.66	1.99	40	Sa,T	
	CHI AF	1.38	1.05	40				CHI TW	1.85	1.39	40	Dly			CHI TW	2.71	2.05	40	Sa,T	
	YML AF	1.29	.97	40				BOS TW	1.77	1.33	40	M			LAX TW	2.93	2.25	40	Sa,M	
Bonn, Germany	IDL LH	1.21	.91	40	M,T,Th,F,Sa			LAX TW	2.05	1.60	40	Dly			PHL TW	2.57	2.00	40	Sa,T	
Bordeaux, France	IDL AF	1.23	.92	40	Sa,M,T,W,Sa			PHL TW	1.81	1.36	40	Dly			MKCT TW	2.57	2.00	40	Sa,T	
	BOS AF	1.21	.90	40	Sa			MKCT TW	1.91	1.45	40	Dly			IDL K	2.58	1.94	40	Sa	
	CHI AF	1.28	.98	40	W,Sa			IDL SR	1.79	1.34	40	Sa,T,F			IDL LI	1.53	1.14	40	M,W,F	
	YML AF	1.19	.89	30	W,Sa			IDL SW	1.79	1.34	40				BOS LI	1.51	1.13	40	F	
	IDL BO	1.23	.92	25	Dly		Calcutta, India	IDL P	2.64	1.98	40	T,Sa			IDL AF	1.62	1.22	40	T,Sa,Su	
	BOS BO	1.21	.91	40				BOS P	2.62	1.96	40	T,Sa			BOS AF	1.61	1.20	40	Sa	
	YML BO	1.17	.88					PDX P	3.04	2.28	40	M,W			CHI AF	1.68	1.27	40	W,Sa	
Bonake, F.W.A.	IDL AF	1.83	1.37	40				SEA P	3.04	2.28	40	M,W			YML AF	1.58	1.18	40	W,Sa	
	BOS AF	1.81	1.36	40				SFO P	3.04	2.28	40	M,W			MIA P	1.17	.87	30	M,Th	
	CHI AF	1.88	1.42	40				LAX P	3.04	2.28	40	M,W			MSY P	1.22	.92	40	M,Th	
	YML AF	1.79	1.34	40				IDL SS	2.64	1.98	40	T			HOU P	1.25	.94	40	Sa,W	
Bonafre, F.E.A.	IDL AF	2.15	1.61	40				IDL K	2.64	1.98	40	T,Th,Su			BRO P	1.25	.94	40	Sa,W	
	BOS AF	2.13	1.60	40				YML K	2.52	1.89	40	Th			LAX P	1.39	1.05	40	M	
	CHI AF	2.21	1.66	40				IDL BO	2.64	1.98	40	Sa,W			IDL SS	1.24	.93	40	Dly	
	YML AF	2.11	1.58	40				BOS BO	2.62	1.96	40	W,F,Sa			LAX SS	1.51	1.19	40	M,W,Sa	
Brazzaville, Fr. Eq. Af.	IDL AF	2.09	1.55	40	M,T,Sa			YML BO	2.59	1.95	40	Sa,T,W,Sa			IDL S	1.24	.93	40	Dly except M	
	BOS AF	2.07	1.55	40	Sa			IDL AV	2.64	1.98	40	Sa,T,W,Sa			IDL SR	1.24	.93	40	Dly ex. M,W	
	CHI AF	2.15	1.62	40	W,Sa			BOS AF	2.62	1.96	40	W			IDL K	1.24	.93	20	Dly	
	YML AF	2.05	1.53	40	W,Sa			CHI AF	2.62	2.03	40	W,Sa			YML K	1.20	.90	20	Sa,W,Sa	
	IDL BO	2.15	1.61	25				YML AF	2.59	1.95	40	T,Th,Sa			BOS P	1.23	.92	40	Sa,T	
	BOS BO	2.13	1.60	25				IDL SR	2.64	1.98	40	W,Sa			IDL P	1.25	.94	40	Sa,T	
	YML BO	2.11	1.58				Calgary, Alb. Can.	IDL T	2.21	1.61	40	Dly			IDL BO	1.24	.93	25	Dly	
	IDL K	2.09	1.56	35	T,Sa		Cal. Colombia	MIA P	.54	.41	15	Dly			BOS BO	1.20	.90	20	Sa,T	
	YML K	2.05	1.53	25	Sa			IDL AV	.64	.48	15	Dly			IDL BO	1.24	.93	25	Dly	
Bremen, Germany	IDL SS	1.24	.93	40	Dly			MIA AV	.54	.41	15	M,T,W,F,Su			YML BO	1.20	.90	20	Sa,T	
	LAX SS	1.51	1.19					MSY P	.60	.45	20	Dly ex. Th,Sa			IDL AF	1.24	.93	40	Sa,M,Th,F	
	IDL LH	1.24	.93	40	M,T,Th,F,Sa			HOU P	.63	.48	20	Dly			BOS AF	1.22	.92	40	Sa	
	BOS BO	1.24	.93	25	Dly			BRO P	.63	.47	20	Dly except Su			CHI AF	1.30	.99	40	W,Sa	
	IDL BO	1.22	.92					LAX P	.76	.57	20	M,W,F			YML AF	1.20	.90	30	W,Sa	
	YML BO	1.20	.90				Camaguey, Cuba	MIA P	.42	.00	10	Dly			IDL S	2.25	1.69	40	Sa,T,Th,Sa	
Bridgetown, Barbados	YML T	.49	.37	15	**W		Campeche, Mexico	MIA P	.29	.22	20	Dly			IDL AF	1.83	1.37	40	M	
	YTO T	.49	.37	15	**W			MSY P	.25	.19	10	Sa,T,Th,Sa			BOS AF	1.81	1.36	40	Sa	
Brisbane, Aust.	IDL AF	3.44	2.58	40				HOU P	.30	.23	20	Dly			CHI AF	1.88	1.42	40	W,Sa	
	BOS AF	3.42	2.57	40				Cananea, Son. Mex.	MEXL	.23	.19	25	Dly			YML AF	1.79	1.34	40	W,Sa
	CHI AF	3.50	2.63	40	W,Sa		Canton Island	LAX P	1.34	1.00	40	Sa,Th			MIA P	.39	.30	20	Dly	
	YML AF	3.40	2.55	40	W,Sa			SEA P	1.34	1.00	40	M,T,Th,Sa			MSY P	.45	.34	20	Dly except W	
Brussels, Belgium	IDL S	1.17	.88	40	Dly except M			PDX P	1.34	1.00	40	Sa,Th			HOU P	.37	.30	20	Dly	
	IDL P	1.17	.88	40	Dly			SEA P	1.34	1.00	40	Sa,Th			BRO P	.48	.37	20	Dly except Su	
	BOS T	1.15	.86	40				YVR Q	1.34	1.00		Su			LAX P	.61	.46	20	M,W,F	
	IDL SW	1.17	.88	20	Dly		Capetown, U. S. Af.	IDL BO	2.45	1.83	40	Th,Sa			MSY TA	.45	.24		W,Sa	
	IDL SS	1.17	.88	40	Dly			BOS BO	2.43	1.82	40	Th,Sa			IDL AV	.64	.48		Dly	
	LAX SS	1.43	1.13	40	M,W,Sa			YML BO	2.40	1.81	40				BRO P	.63	.48		Sa,T,W,Th,Sa	
	IDL AF	1.17	.88	30	T,Sa		Caracas, Venezuela (See La Gaiarra)							HOU P	.63	.48		M,Th,Sa		
	BOS AF	1.15	.86	30	T,Sa			MIA AV	.56	.43	15	Dly			LAX P	.75	.58		Sa,T,W,Th,Sa	
	CHI AF	1.22	.93	40				MSY P	.46	.35	15	M,T,W,F,Su			MIA P	.67	.50	20	Sa,T,Th,F	
	YML AF	1.12	.84	20	Dly			BRO P	.55	.42		Su,W			IDL P	.77	.58	30	Su,T,Th,F	
	IDL K	1.17	.88	20	Sa,W,Sa			HOU P	.55	.42		Su,W			MSY P	.73	.55	30	Su,T,Th	
	YML K	1.12	.84	20	Sa,W,Sa			LAX P	.69	.52		Dly			BRO P	.76	.57	30	Sa,M,W	
	IDL BO	1.17	.88	25	Dly		Casablanca, Fr. Morocco	IDL AF	1.24	1.00	40	Sa			LAX P	.67	.50	20	Dly except Su	
	YML BO	1.12	.84					CHI AF	1.26	.95	40	Dly			MSY TA	.67	.30		W	
	IDL SR	1.17																		

INTERNATIONAL AIR CARGO RATE TABLES—Continued

RATES (See Note)				Depart	RATES (See Note)				Depart	RATES (See Note)				Depart
Destination	Airport and Airline	Per Lb. (Un- der 100 Lbs.)	Per Lb. (Over 100 Lbs.)		Destination	Airport and Airline	Per Lb. (Un- der 100 Lbs.)	Per Lb. (Over 100 Lbs.)		Destination	Airport and Airline	Per Lb. (Un- der 100 Lbs.)	Per Lb. (Over 100 Lbs.)	
Dakar (Cont'd)	IDL BO	1.45	1.08	.25	Dusseldorf (Cont'd)	BOS AF	1.19	.80	.30 Sa	Franceville (Cont'd)	YML AF	2.11	1.58	.40 W,Sa
"	BOS BO	1.43	1.08	"	"	CHI AF	1.27	.96	.40 W,Sa	"	IDL BZ	1.13	1.74	.20 "Sa
"	YML BO	1.41	1.08	"	"	YML AF	1.17	.88	.30 W,Sa	"	IDL V	1.39	1.39	.20 W,Sa
"	IDL SH	1.42	1.09	.40 W	"	BOS P	1.19	.89	.30 Sa	"	BOS P	1.22	.92	.40 W,Sa
"	IDL K	1.42	1.07	.40	"	IDL P	1.21	.91	.40 Dly	"	IDL P	1.24	.93	.40 Dly
Damascus, Syria	IDL P	1.79	1.34	.40 M,W,F	"	IDL SR	1.21	.91	.30 Dly ex. M,W	"	IDL BO	1.24	.93	.40 Dly
"	PHL P	1.77	1.34	.40 M,W,F	"	IDL SW	1.21	.91	"	"	IDL LH	1.24	.93	.40 Dly except T
"	IDL AF	1.79	1.34	.40 W,Sa	"	IDL BO	1.21	.91	.20 Dly	"	BOS BO	1.22	.92	.40 Dly
"	BOS AF	1.77	1.33	.40 Sa	"	YML BO	1.17	.88	"	"	YML BO	1.20	.90	"
"	CHI AF	1.85	1.39	.40 W,Sa	"	BOS BO	1.19	.89	.30 Dly	"	IDL K	1.24	.93	.40 Dly
"	IDL K	1.79	1.34	.25 Dly	"	IDL LH	1.21	.91	.40 Dly except T	"	YML K	1.20	.90	.30 W,Sa
"	YML BO	1.79	1.34	.25 Dly	East London, S. Afr.	BOS BO	2.35	1.76	"	"	IDL LI	1.24	.93	.40 M,W,F
"	IDL S	1.75	1.31	"	"	YML BO	2.32	1.74	"	"	BOS LI	1.22	.92	.40 F
"	BOS BO	1.77	1.33	.25 Th,Sa	"	IDL BO	2.36	1.77	"	"	IDL SW	1.24	.93	.40
"	IDL SS	1.79	1.34	.40 Su,F	Edinburgh, Scotland	IDL BO	1.03	.78	.20 Dly	"	IDL SS	1.24	.93	.40 Dly
"	LAX SS	2.05	1.60	.40 M,Th	"	BOS BO	1.01	.76	"	"	LAX SS	1.51	1.18	.40 M,W,Sa
"	IDL K	1.79	1.34	.25 Dly	"	YML BO	.99	.74	"	"	IDL S	1.24	.93	.40 Dly except M
"	YML AF	1.79	1.34	.20	Edmonton, Alberta, Canada	IDL T	26.21	10*	.10 Dly	"	IDL SR	1.24	.93	.40 Dly ex. M,W
"	IDL SR	1.79	1.34	.40 Th,F,Sa	"	CTB W	.07	.0527	.10 Dly	"	IDL TW	1.24	.93	.40 11 Wkly
Dar-es-Salaam, Tanganyika	IDL S	2.09	1.56	.40 Th	"	MSP W	.22	.16	.10 Dly	"	BOS TW	1.22	.92	.40 Su,F
"	YML BO	2.11	1.58	"	"	IDL NW	.38	.21	.10 M,W,F	"	PHL TW	1.26	.95	.40 11 Wkly
"	BOS BO	2.13	1.60	.25 Th,Sa	"	CHI NW	.26	.22	.10 M,W,F	"	CHI TW	1.30	.98	.40 11 Wkly
"	IDL BO	2.15	1.61	.25 Dly	"	MSP NW	.26	.22	.10 M,W,F	"	MKCT TW	1.37	1.04	.40 11 Wkly
Darwin, Australia	BOS BO	3.14	2.35	.25 Th,Sa	Elizabethville, Belgian Congo	IDL S	2.09	1.56	.40 T,W,Sa	"	LAX TW	1.51	1.18	.40 11 Wkly
"	YML BO	3.12	2.34	"	"	IDL BO	2.15	1.61	.25	"	IDL AF	1.24	.93	.40 Dly
"	IDL AF	3.16	2.37	.40 F	"	YML BO	2.15	1.61	.25 Dly	"	CHI AF	1.30	.98	.40 W,Sa
"	BOS AF	3.14	2.35	.40 Sa	"	BOS BO	2.13	1.60	.25 Th,Sa	"	YML AF	1.20	.90	.30 W,Sa
"	CHI AF	3.22	2.42	.40 W,Sa	"	YML BO	2.15	1.61	.25 Dly	"	BOS AF	1.20	.90	.40 Sa
"	YML AF	3.12	2.34	.40 W,Sa	Entebbe, Uganda	IDL BO	2.13	1.60	.25 Th,Sa	"	IDL IB	1.24	.93	.25 W,F
"	IDL BO	2.53	1.90	.40 Dly	"	YML BO	1.11	.58	"	"	IDL AF	1.51	1.22	.40 Sa,Su,M
Delhi, India	YML BO	2.49	1.87	"	"	IDL S	2.09	1.56	.25 Su	Fredericktown, Sierra Leone	CHI AF	1.70	1.28	.40
"	BOS BO	2.51	1.88	.40 Th,Sa	Emeraldas, Ecuador	MIA P	.65	.51	.20 M	"	YML AF	1.60	1.20	.40
"	IDL K	2.53	1.90	.40 Th	"	MSY P	.73	.53	.20 Su	"	IDL BO	1.64	1.23	.25
"	IDL SR	2.53	1.90	.40	"	HOU P	.77	.58	.30 Su	"	BOS BO	1.62	1.22	.25
"	IDL AF	2.53	1.90	.40	"	BRO P	.77	.58	.30 Sa	"	YML BO	1.60	1.20	"
"	BOS AF	2.51	1.88	.40	"	LAX P	.89	.69	.30 Su	"	SFD	2.58	2.25	.10 M,W,F
"	CHI AF	2.59	1.95	.40	Fairbanks, Alaska	SEA P	.40	.17	.07 Dly	Gander, N. F.	IDL P	.18	.15	.10 Dly
"	YML AF	2.49	1.87	.40	"	IDL AF	1.29	.97	.40 T	"	BOS P	.14	.12	.10 Dly
Dhahran, Saudi Arabia	IDL TW	2.09	1.57	.40 Su,T	"	BOS AF	1.27	.95	.40 Sa	"	IDL TW	.18	.15	.10 M,T,Th,Sa
"	CHI TW	2.15	1.52	.40 Su,T	"	CHI AF	1.35	1.02	.40 W,Sa	"	BOS TW	.14	.12	.10
"	PHL TW	2.11	1.59	.40 Su,T	"	YML AF	1.25	.94	.30 W,Sa	"	PHL TW	.19	.18	.10 M,T,Th,Sa
"	MKCT TW	2.22	1.68	.40 Su,T	Fiji Islands	LAX P	1.71	1.28	.40 T,Sa	"	CHI TW	.23	.19	.10 M,T,Th,Sa
"	LAX TW	2.39	1.82	.40 Sa,M	"	SEA P	1.71	1.28	.40 T,Sa	"	IDL T	.18	.14	.10 Dly
"	IDL K	2.09	1.57	.25 Su,T,F	"	PDX P	1.71	1.28	.40 T,Sa	"	BOS T	.14	.11	.10 Dly
"	YML K	2.00	1.50	.27 Su	"	SFO P	1.71	1.28	.40 M,T,Th,Sa	"	IDL SW	.18	.15	.10
"	IDL BO	2.09	1.57	.40 Dly	"	SFO Q	1.71	1.28	.40 M,W,F	Carous, Cameroun	IDL AF	2.15	1.61	.40
"	BOS BO	2.07	1.56	"	"	YVR Q	1.71	1.28	.40 Su	"	BOS AF	2.13	1.60	.40
"	YML BO	2.05	1.54	"	Florianopolis, Brazil	IDL P	1.70	1.70	.40 Dly except M	"	CHI AF	2.21	1.66	.40
"	IDL SS	2.09	1.57	.40 M	"	MIA P	1.48	.45	.40 T,Th,Sa	"	YML AF	2.11	1.58	.40
"	IDL SR	2.04	1.53	.40	"	MSY P	1.65	1.65	.40 M,F	Geneva, Switzerland	IDL S	1.24	.93	.40 Dly except M
"	IDL AF	2.73	2.05	.40 T	"	HOU P	1.87	1.87	.40 Su,T,Th	"	IDL SR	1.24	.93	.40 Dly ex. M,W
Diego, Suarez, Madag.	BOS AF	2.71	2.04	.40 Sa	"	BRO P	1.80	1.80	.40 T,Th	"	IDL SW	1.24	.93	.40
"	CHI AF	2.79	2.10	.40 W,Sa	"	LAX P	2.08	2.08	.40 M,W,F	"	IDL BO	1.24	.93	.30 Dly
"	YML AF	2.69	2.02	.40 W,Sa	"	IDL V	1.70	1.70	.20 W,Sa	"	BOS BO	1.22	.92	.40
Djambala, F.E.A.	IDL AF	2.15	1.61	.40 F	Fort Archambault, Fr. E. Afr.	IDL AF	2.15	1.61	.40 T	"	YML BO	1.20	.90	.40 Dly
"	BOS AF	2.13	1.60	.40 Sa	"	BOS AF	2.13	1.60	.40 W,Sa	"	IDL SS	1.24	.93	.40 Dly
"	CHI AF	2.21	1.66	.40 W,Sa	"	CHI AF	2.21	1.66	.40 W,Sa	"	LAX SS	1.51	1.18	.40 M,W,Sa
"	YML AF	2.11	1.58	.40 W,Sa	"	YML AF	2.11	1.58	.40 W,Sa	"	IDL AF	1.22	.92	.40 Dly
Doline, F.E.A.	IDL AF	2.15	1.61	.40 M,F	Fort Dauphin, Mad.	IDL AF	2.21	2.04	.40 M,F	"	BOS AF	1.30	.98	.40 W,Sa
"	BOS AF	2.13	1.60	.40 Sa	"	CHI AF	2.27	2.09	.40 W,Sa	"	YML AF	1.20	.90	.30 W,Sa
"	CHI AF	2.21	1.66	.40 W,Sa	"	YML AF	2.27	2.09	.40 W,Sa	"	IDL K	1.24	.93	.20 Dly
"	YML AF	2.11	1.58	.40 W,Sa	"	BOS AF	2.27	2.09	.40 W,Sa	"	YML K	1.20	.90	.20 Su,W,Sa
Douala, Fr. W. Africa	IDL AF	2.07	1.53	.40 T,W,F,M	Fort de France, Mar.	IDL P	.39	.29	.40 Su,T,Th	"	IDL TW	1.24	.93	.40 Su,M,T,Th,F
"	CHI AF	2.13	1.61	.40 W,Sa	"	YML BO	.44	.34	"	"	BOS TW	1.22	.92	.40 Dly
"	YML AF	2.03	1.52	.40 W,Sa	Fort Lamy, Fr. E. Afr.	IDL AF	2.15	1.61	.40 W,Sa	"	CHI TW	1.30	.98	.40 Dly except Sa
Dublin, Eire	UL K	.98	.74	.20 Su	"	BOS AF	2.13	1.60	.25 Sa	"	PHL TW	1.26	.95	.40 Dly except Sa
"	IDL K*	1.03	.77	.22 Dly	"	CHI AF	2.21	1.66	.25 W,Sa	"	MKCT TW	1.37	1.04	.40 Dly except F
"	IDL BO	1.03	.77	.20 Dly	Fort William, Ontario, Can.	YML AF	2.11	1.58	.25 W,Sa	"	LAX TW	1.51	1.18	.40 Dly except F
"	BOS BO	1.01	.76	.20 Dly	"	IDL T	.13	10.60*	.10 Dly	"	IDL IB	1.24	.93	.25 W,F
"	YML BO	.98	.74	"	Fortaleza (Ceara), Brazil	IDL P	1.39	1.39	.40 Dly except M	Georgetown, British Guiana	IDL P	.56	.43	.20 Su,T
Durban, So. Afr.	IDL BO	2.27	1.71	.25 Dly	"	MIA P	1.23	1.23	.40 T,Th,Sa	"	MSY P	.56	.43	.20 Su
"	BOS BO	2.25	1.69	.25 Th,Sa	"	MSY P	1.44	1.44	.40 M,F	"	HOU P	.59	.45	.20 Su
"	YML BO	2.28	1.67	"	"	HOU P	1.60	1.60	.40 Su,T,Th	"	BRO P	.59	.45	.20 Th,Sa
Dusseldorf, Ger.	IDL SS	1.21	.91	.40 Dly	"	BRO P	1.61	1.61	.40 T,Th	"	LAX P	.73	.55	.20 Su,Th
"	IDL SS	1.47	1.16	.40 M,W,Sa	"	LAX P	1.72	1.72	.40 M,W,F	"	MIA K	.49	.37	.15 Sa
"	IDL S	1.21	.91	.30 Dly except M	"	MIA BZ	.97	.63	.20 T,Th,Sa	"	IDL BO	.56	.42	.15 Dly
"	IDL K	1.21	.91	.20 Dly	Franceville, F. E. A.	IDL AF	2.15	1.61	.40 W,F	"	YML BO	.60	.45	"
"	YML K	1.17	.88	.20 Su,W,Sa	"	BOS AF	2.13	1.60	.40 W,Sa					
"	IDL AF	1.21	.91	.40 Dly	"	CHI AF	2.21	1.66	.40 W,Sa					

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MIAMI: 36th St. Terminal, Int'l. Airport, Newton 5-6565

NEWARK: Building 5, Newark Airport, Mitchell 2-8645

NEW ORLEANS: Moisant Int'l. Airport, Kenner 4-5581

NEW YORK: Idlewild Airport, Cargo Operations Bldg., Olympia 6-5220

PHILADELPHIA: Philadelphia Int'l. Airport, Belgrade 2-8866

SAN FRANCISCO: Terminal Bldg., Int'l. Airport, Plaza 5-7538



INTERNATIONAL AIR CARGO RATE TABLES—Continued

RATES (See Note)						RATES (See Note)						RATES (See Note)					
Destination	Airport and Airline	(Un- der 100 Lbs.)	(Over 100 Lbs.)	Per \$100 Value	Depart	Destination	Airport and Airline	(Un- der 100 Lbs.)	(Over 100 Lbs.)	Per \$100 Value	Depart	Destination	Airport and Airline	(Un- der 100 Lbs.)	(Over 100 Lbs.)	Per \$100 Value	Depart
Gibraltar, Gibraltar	IDL BO	1.32	99	25	Dly	Havana, Cuba	SHV DC	19	16	05	Dly	Istepec, Mexico	MIA P	51	39	20	Dly
"	BOS BO	1.30	98	25	Th,Sa	"	TOL DC	20	17	05	Dly	"	IDL BO	3.08	2.31	25	Dly
"	YML BO	1.27	96	25	"	"	MKCC DC	21	18	05	Dly	"	YML BO	3.04	2.28	"	"
Glasgow, Scotland	IDL SS	1.03	78	30	Dly	"	MIA K	08	06	15	Su,W,F	"	BOS BO	3.06	2.30	25	Th,Sa
"	LAX SS	1.30	1.03	40	M,W,Sa	"	MIA EA	08	05	15	Dly	"	IDL K	2.98	2.24	33	Dly ex. Su,W
"	IDL K	1.03	78	20	Dly	"	LGA EA	12	09	15	Dly	"	YML K	2.94	2.21	25	W,Sa
"	YML T*	99	74	20	T,Th,Sa	"	MSY N	14	11	05	Dly	"	IDL NW	2.90	2.21	40	M,W,F
"	IDL P	1.03	78	30	Dly	"	MIA N	08	06	05	Dly	"	YIP NW	2.85	2.18	40	M,W,F
"	BOS P	1.02	76	30	Dly	"	TPA N	09	07	05	Dly	"	CHI NW	2.81	2.15	40	M,W,F
"	IDL BO	1.03	78	20	Dly	"	DCA N	16	13	05	Dly	"	MSP NW	2.81	2.13	40	M,W,F
"	BOS BO	1.01	76	20	"	"	IDL N	18	14	05	Dly	"	PDX NW	2.60	1.95	40	M,W,F
"	YML BO	99	74	20	"	"	BAL N	17	13	05	Dly	"	SEA NW	2.60	1.95	40	M,W,F
"	IDL SW	1.03	78	20	"	"	CHS N	15	12	05	Dly	"	BOS NW	2.91	2.23	40	M,W,F
Goma, Bel. Congo	IDL S	2.14	1.61	40	Su,T,Th	"	JAX N	12	09	05	Dly	Jeddah, Saudi	IDL BO	2.00	1.51	25	Dly
Gothenburg, Sweden	IDL SS	1.27	95	40	Dly	"	MOB N	13	10	05	Dly	"	BOS BO	1.96	1.47	25	Th,Sa
"	LAX SS	1.53	1.21	40	M,W,Sa	"	ORF N	16	13	05	Dly	"	IDL SR	1.97	1.47	40	Su,T,F
"	IDL SR	1.24	93	40	Dly ex. M,W	"	SAV N	13	10	05	Dly	"	SFO J	2.60	1.95	40	T,Th,Sa
"	IDL BO	1.27	97	25	"	"	EWR N	18	14	05	Dly	"	IDL J	2.91	2.18	40	"
"	BOS BO	1.25	94	25	"	"	PHL N	18	14	05	Dly	Jerusalem, Israel (See Lydda Israel)	BOS BO	2.18	1.63	"	"
"	YML BO	1.22	92	"	"	"	BRO B	21	18	10	Sa	Jibuti, Fr.	YML BO	2.15	1.61	"	"
Goyania, Brazil	MIA BZ	1.09	80	20	T,Th,Sa	"	CRP B	20	17	10	Sa	Somailand	IDL BO	2.20	1.65	"	"
"	IDL BZ	1.25	91	20	"	"	DAL B	19	16	10	Sa	"	IDL P	1.47	1.05	40	T,Th
Granada, B.W.I.	IDL BO	1.47	35	20	Dly	"	FTW B	19	16	10	Sa	Joao Pessoa	MIA P	1.25	0.90	40	T,Th
"	MIA BO	1.38	29	20	W,Sa	"	HOU B	18	15	10	Sa	(Cabardello)	IDL EL	2.09	1.57	25	T,F,Sa
Guadalajara, Mex.	HOU P*	24	18	10	Dly	"	LRD B	24	20	10	Sa	"	IDL K	2.09	1.56	33	T,Sa
"	BRO P	21	16	10	Dly except Su	"	SAT B	20	17	10	Sa	"	YML K	2.05	1.53	27	Sa
"	LAX P	29	24	20	Dly	"	IDL AL	18	14	10	Sa	"	IDL P	2.09	1.57	40	Su,Th
Guadaloupe, F.W.I.	IDL BO	1.35	26	20	Dly	Helsinki, Finland	PIE AS	07	06	05	M,W,F	"	BOS P	2.07	1.55	40	Su,Th
"	MIA BO	28	21	20	W,Sa	"	IDL SS	1.39	1.05	40	Dly	"	IDL BO	2.15	1.61	25	Dly
"	MIA K	28	21	20	W	"	LAX SS	1.66	1.30	40	M,W,Sa	"	YML BO	2.11	1.58	"	"
Guam	LAX P	2.10	1.57	10	Su,M,W,F	"	BOS P	1.34	1.01	40	T,Th,Sa	"	BOS BO	2.13	1.60	25	Th,Sa
"	SFO P	2.10	1.57	10	M,F	"	IDL P	1.36	1.02	40	Su,T	"	IDL S	2.09	1.56	40	Th,Sa
"	PDX P	2.10	1.57	10	M,F	"	IDL SR	1.36	1.02	40	Dly ex. M,W	"	IDL SS	2.15	1.61	40	W
"	SEA P	2.10	1.57	10	M,F	"	IDL BO	1.37	1.03	25	"	"	IDL BO	1.83	1.37	25	Dly
Guantanamo, Cuba	MIA P	24	26	20	Dly	"	BOS BO	1.35	1.02	"	"	Jos, Nigeria	YML BO	1.79	1.34	"	"
Guatemala City, Guatemala	MSY P	35	27	20	M,W,F,Sa	Hermosillo, Mexico	LAX P	19	14	10	Dly	"	BOS BO	1.81	1.36	"	"
"	HOU P	34	25	20	M,W,F,Sa	Holguin, Cuba	MIA P	15	11	10	Dly	"	SEA P	30	15	10	Dly
"	BRO P	31	24	20	Dly except Su	"	IDL P	3.20	2.40	40	Dly except Th	"	IDL B	2.27	1.70	25	W
"	LAX P	48	36	20	Dly	"	BOS P	3.18	2.39	40	M,T,Th	"	BOS BO	2.59	1.94	"	"
"	MSY TA	35	17	10	Dly	Hong Kong, Br. Cyn. Col.	PDX P	2.54	1.91	40	Su,M,F,Sa	"	YML BO	2.57	1.93	"	"
"	MEX TA	17	12	10	M,T,W,Th,F	"	SEA P	2.54	1.91	40	Su	"	IDL BO	2.55	1.95	"	"
"	PIE AS	25	16	14	M,W,F	"	LAX P	2.54	1.91	40	T,Th,Sa	"	YML BO	1.83	1.37	25	Dly
Guayaquil, Ecuador	MIA AV	65	49	15	M,W,F	"	SFO P	2.54	1.91	40	W,F	Kaduna, Nigeria	IDL BO	1.79	1.34	"	"
"	MSY P	71	54	20	Dly ex. Sa,W	"	IDL BO	3.30	2.48	40	Dly	"	BOS BO	1.81	1.36	"	"
"	HOU P	74	56	20	Dly except F	"	BOS BO	3.28	2.46	40	Th,Sa	"	IDL AF	2.15	1.61	40	W
"	BRO P	74	56	20	Dly ex. F,Su	"	YML BO	3.26	2.44	40	"	"	CHI AF	2.21	1.66	40	W,Sa
"	LAX P	87	66	30	M,W,F	"	IDL AF	3.30	2.48	40	T	"	YML AF	2.21	1.58	40	W,Sa
"	BRO B	74	56	20	Sa	"	BOS AF	3.28	2.46	40	Sa	"	IDL S	2.20	1.66	40	T,Th,Sa
"	CRP B	74	56	20	Sa	"	CHI AF	3.36	2.53	40	W,Sa	"	IDL BO	2.15	1.61	25	Dly
"	DAL B	77	58	30	Sa	"	YML AF	3.26	2.44	40	W,Sa	"	"	"	"	"	
"	FTW B	77	58	30	Sa	"	SFO J	2.54	1.91	40	T,Th,Sa	"	"	"	"	"	
"	HOU B	74	56	20	Sa	"	IDL NW	2.74	2.05	40	M,W,F	"	"	"	"	"	
"	LRD B	80	60	30	Sa	"	YIP NW	2.63	1.98	40	M,W,F	"	"	"	"	"	
"	MIA B	65	49	20	W,Sa	"	CHI NW	2.68	2.01	40	M,W,F	"	"	"	"	"	
"	SAT B	77	58	30	Sa	"	MSP NW	2.64	1.98	40	M,W,F	"	"	"	"	"	
"	MIA TN	55	40	15	M,W,F	"	PDX NW	1.87	1.62	40	M,W,F	"	"	"	"	"	
Haifa, Israel	IDL EL	1.75	1.32	"	T,F,Sa	"	SEA NW	1.87	1.62	40	M,W,F	"	"	"	"	"	
"	YML K	1.75	1.32	"	Su,T	"	BOS NW	2.74	2.05	40	M,W,F	"	"	"	"	"	
"	YML K	1.71	1.28	"	"	Honolulu, T. H.	LAX P	71	57	20	Dly	"	"	"	"	"	
Halifax, N. S.	BOS T	07	5.60	10	Dly	"	SFO P	71	57	20	Dly	"	"	"	"	"	
Hamburg, Germany	IDL S	1.24	93	40	Dly except M	"	PDX P	71	57	20	Su,M,W,F	"	"	"	"	"	
"	IDL SS	1.24	93	40	Dly	"	SEA P	71	57	20	Su,M,W,F	"	"	"	"	"	
"	IDL LH	1.24	93	40	Dly except T	"	SFO U	71	57	20	Dly	"	"	"	"	"	
"	IDL K	1.24	93	20	Dly	"	LAX U	71	57	20	Dly	"	"	"	"	"	
"	YML K	1.20	90	30	M,Th,Sa	"	KEU U	92	77	30	Dly	"	"	"	"	"	
"	BOS P	1.23	92	40	Dly	"	MKE U	92	77	30	Dly	"	"	"	"	"	
"	IDL P	1.25	94	40	Dly	"	CLE U	97	80	30	Dly	"	"	"	"	"	
"	IDL AF	1.24	93	40	Dly	"	YIP U	96	79	30	Dly	"	"	"	"	"	
"	BOS AF	1.22	92	40	Sa	"	LGA U	1.01	83	30	Dly	"	"	"	"	"	
"	CHI AF	1.20	90	40	W,Sa	"	DCA U	1.01	83	30	Dly	"	"	"	"	"	
"	YML AF	1.20	90	40	W,Sa	"	PHL U	1.01	83	30	Dly	"	"	"	"	"	
"	IDL SR	1.24	93	40	Dly ex. M,W	"	EWU U	1.01	83	30	Dly	"	"	"	"	"	
"	IDL BO	1.24	93	40	Dly	"	BOL U	1.02	84	30	Dly	"	"	"	"	"	
"	IDL BO	1.24	93	25	Dly	"	BOS U	1.02	84	30	Dly	"	"	"	"	"	
"	BOS BO	1.22	92	25	"	"	IDL NW	1.01	80	15	M,W,F	"	"	"	"	"	
"	YML BO	1.20	90	"	"	"	CHI NW	1.02	84	30	M,W,F,Sa	"	"	"	"	"	
"	LAX SS	1.51	1.19	40	M,W,Sa	"	YIP NW	1.02	84	30	M,W,F,Sa	"	"	"	"	"	
Hamilton, Bermuda	IDL P	20	15	10	Dly	"	MKE NW	1.02	84	30	M,W,F,Sa	"	"	"	"	"	
"	BOS P	23	15	10	Dly	"	MSP NW	1.02	84	30	M,W,F,Sa	"	"	"	"	"	
"	YML T	25C	19	05**W	"	"	PDX NW	1.02	84	30	M,W,F,Sa	"	"	"	"	"	
"	YTO T	25C	19	05**W	"	"	SEA NW	1.02	8								

INTERNATIONAL AIR CARGO RATE TABLES—Continued

Destination	Airport and Airline	RATES (See Note)			Depart
		Per 100 Lbs. (Under 100 Lbs.)	Per 100 Lbs. (Over 100 Lbs.)	Per \$100 Value	
Kingston (Cont'd)	YTO T	35c	38c	15**W	
"	IDL AV	30	23	15	Su,M,W,Th,F
"	MIA AV	20	15	15	M,W,F,Su
Kolwezi	IDL S	2 17	1 63	40	T,Th,Sa
Kongolo	IDL S	2 27	1 70	40	Th
Korhogo, F. W. A.	IDL AF	1 52	1 37	40	
"	BOS AF	1 81	1 36	40	
"	CHI AF	1 88	1 42	40	
"	YML AF	1 79	1 34	40	
Kristiansand, Nor. (See Christianand, Nor.)	BOS BO	1 87	1 41		
Kumasi, Gold Coast	YML BO	1 83	1 39		
"	IDL BO	1 89	1 42		
Kuwait, Kuwait	IDL BO	2 05	1 54	25	Dly
"	BOS BO	2 03	1 52	25	Th,Sa
"	YML BO	2 01	1 51		
"	IDL SR	2 05	1 54	40	Sa
"	IDL AF	2 05	1 54	40	W,Sa
"	BOS AF	2 03	1 52	40	W,Sa
"	CHI AF	2 10	1 59	40	W,Sa
"	YML AF	2 01	1 51	40	W,Sa
La Ceiba, Honduras	MSY TA	43	25		Dly
Lagos, Nigeria	MEX TA	26	19		M,T,W,Th,F
"	IDL BO	1 83	1 37	40	Dly
"	YML BO	1 79	1 34	40	Th,Sa
"	BOS BO	1 81	1 36	40	Th,Sa
"	IDL AF	1 83	1 37	40	F
"	BOS AF	1 81	1 36	40	W,Sa
"	CHI AF	1 88	1 42	40	W,Sa
"	YML AF	1 79	1 34	40	W,Sa
La Guaira, Venez.	MIA K	40	30	15	Dly
"	IDL LV	40	30	10	Dly except M
"	MIA LV	40	30		Dly except Su
"	IDL P	50	38		Su,W,F
"	BRO P	48	37		M,Th,Sa
"	HOU P	48	37		Su,W
"	MIA P	40	30		Dly
"	IDL DC	50	33	15	Dly
"	CHI DC	52	35	15	Dly
"	YIP DC	52	35	15	Dly
"	ELD DC	51	34	15	Dly
"	EVV DC	50	33	15	Dly
"	FWA DC	52	35	15	Dly
"	GRW DC	49	32	15	Dly
"	HAV DC	40	23	15	Dly
"	HOT DC	53	36	15	Dly
"	HOU DC	48	33	15	Dly
"	IND DC	51	34	15	Dly
"	JAN DC	49	32	15	Dly
"	LIT DC	51	34	15	Dly
"	MEM DC	49	32	15	Dly
"	MSY DC	45	30	15	Dly
"	PIK DC	50	33	15	Dly
"	STL DC	51	34	15	Dly
"	SHV DC	51	34	15	Dly
"	HUF DC	52	35	15	Dly
"	TOL DC	52	35	15	Dly
"	MKC DC	53	36	15	Dly
"	SLF DC	52	35	15	Dly
"	KIN DC	54	37	15	Dly
"	MIA RN	40	30	15	Dly
"	MIA BZ	40	30	15	T,Th,Sa
Lahore, Pakistan	BOS BO	2 59	1 94		
"	YML BO	2 57	1 95		
"	IDL BO	2 61	1 98		
Lambaurene, F.E.A.	IDL AF	2 15	1 61	40	W,F
"	BOS AF	2 13	1 60	40	Sa
"	CHI AF	2 21	1 66	40	W,Sa
"	YML AF	2 11	1 58	40	W,Sa
La Paz, Bolivia	MIA P	1 07	81	30	Dly ex. F,Sa
"	MSY P	1 13	83	30	Su,M,T,Th
"	HOU P	1 17	87	30	Dly ex. Th,F
"	BRO P	1 17	87	30	Sa,M,T
"	LAX P	1 29	97	40	M,W
"	DAL B	1 19	89	30	Sa
"	HOU B	1 16	87	30	Sa
"	BRO B	1 16	87	30	Sa
"	CRP B	1 16	87	30	Sa
"	FTW B	1 19	89	30	Sa
"	LRD B	1 22	92	30	Sa
La Paz (Cont'd)	MIA B	1 07	80	30	W,Sa
"	SAT B	1 19	89	30	Sa
Leningrad, U.S.S.R.	IDL AF*	1 57	1 18	40	
"	BOS AF*	1 56	1 17	40	
"	CHI AF*	1 63	1 23	40	
"	YML AF*	1 53	1 15	40	
Leopoldville, Belgian Congo	IDL P	2 09	1 57	40	Su,Th
"	BOS P	2 07	1 51	40	Su,Th
"	IDL S	2 09	1 56	40	Su,T,W,Th,Sa
"	YML BO	2 11	1 58		
"	IDL BO	2 13	1 61	25	
"	BOS BO	2 11	1 60	25	
"	IDL K	2 03	1 52	25	T,Sa
Lethbridge, Alb., Canada	IDL T	25	20	10	Dly
"	CTB W	07	0478	10	Dly
Libenge, Bel. Con.	IDL S	2 30	1 72	25	Th
Libreville, F.E.A.	IDL AF	2 13	1 61	40	M,W,F
"	BOS AF	2 13	1 60	40	Sa
"	CHI AF	2 21	1 66	40	W,Sa
"	YML AF	2 11	1 58	40	W,Sa
Lima, Peru	MIA P	87	65	30	Dly
"	MSY P	93	70	30	Dly except W
"	HOU P	97	73	30	Dly
"	BRO P	97	73	30	Dly except Su
"	LAX P	1 02	78	30	M,W,F
"	MIA B	87	65	30	Dly
"	HOU B	96	72	30	Su,M,Sa
"	LRD B	1 03	77	30	Su,M,Sa
"	SAT B	99	74	30	Su,M,Sa
"	BRO B	96	72	30	Su,M,Sa
"	CRP B	96	72	30	Su,M,Sa
"	DAL B	99	74	30	Su,M,Sa
"	FTW B	99	74	30	Su,M,Sa
"	IDL LV	97	73	20	F
"	MIA LV	87	65		F
"	MIA TN	65	50	15	M,W,F
"	YML BO	1 03	77		
Linx, Austria	IDL K	1 34	1 01	20	W
"	YML K	1 30	98	20	F
"	IDL BO	1 34	1 01	20	Dly
"	YML BO	1 30	98		
"	BOS BO	1 32	99		
"	IDL SR	1 34	1 01	40	Dly ex. M,W
Lisala, Belg. Congo	IDL S	2 20	1 65	40	Th,Sa
Lisbon, Portugal	IDL P	1 12	84	30	Th,Sa
"	BOS P	1 10	83	30	Su,T,Th,Sa
"	IDL S	1 12	84	30	T,Sa
"	IDL SR	1 12	84	30	T
"	IDL IB	1 12	84	40	W,F
"	IDL BO	1 12	84	20	Dly
"	BOS BO	1 10	83	20	Th,Sa
"	YML BO	1 08C	81C	20C	M,W,F
"	IDL AF	1 12	84	30	F
"	BOS AF	1 10	83	30	Sa
"	CHI AF	1 17	89	30	W,Sa
"	YML AF	1 08	81	30	W,Sa
"	IDL SS	1 12	84	40	M,T,Th,F
"	LAX SS	1 38	1 09	40	M,T
"	IDL TW	1 12	84	30	Dly except Th
"	BOS TW	1 10	83	30	Dly except Th
"	PHL TW	1 13	86	30	Dly except Th
"	CHI TW	1 17	89	30	Dly except Th
"	MKC TW	1 25	95	40	Dly except Th
"	LAX TW	1 38	1 09	40	Dly except W
"	IDL K	1 12	84	20	T,W,F,Sa
"	YML K	1 08	81	22	W,F,Sa
Liverpool, England	IDL BO	1 07	80		Dly
"	BOS BO	1 05	78		Th,Sa
"	YML BO	1 03	75		Dly
Livingstone, S. Rhodesia	YML BO	2 11	1 58		Th,Sa
"	BOS BO	2 13	1 60		Th,Sa
"	IDL AF	2 15	1 61	40	M
"	BOS AF	2 13	1 60	40	Sa
"	CHI AF	2 21	1 66	40	W,Sa
"	YML AF	2 11	1 58	40	W,Sa
Lome, Fr. W. Afr.	IDL AF	1 83	1 37	40	F
"	BOS AF	1 81	1 36	40	F
"	CHI AF	1 88	1 42	40	F
"	YML AF	1 79	1 34	40	F
London, England	IDL P	1 10	83	30	Dly
"	BOS P	1 08	81	30	Dly
"	IDL TW	1 10	83	30	14 Wkly
"	BOS TW	1 08	81	30	Su,F
"	CHI TW	1 16	88	30	14 Wkly
"	PHL TW	1 12	84	30	14 Wkly
"	MKC TW	1 23	93	40	14 Wkly
"	LAX TW	1 37	1 08	40	14 Wkly
"	IDL EL	1 10	83	20	T,F,Sa
"	IDL S	1 10	83	30	Dly except M
"	IDL SW	1 10	83		
"	IDL BO	1 16	88	20	Dly
"	YML BO	1 06	79		
"	BOS BO	1 08	81	20	Th,Sa
"	IDL SS	1 10	83	30	Dly
"	LAX SS	1 37	1 08	40	M,W,Sa
"	IDL AF	1 10	83	30	Six Dly
"	BOS AF	1 08	81	30	Sa
"	CHI AF	1 16	88	30	W,Sa
"	YML AF	1 06	79	30	W,Sa
"	IDL K	1 10	83	20	Dly
"	YML K	1 06	79	20	Su,W,Sa
"	YML T	1 06	80	20	**Dly
"	IDL IH	1 10	83	30	W,F
"	IDL SR	1 10	83	30	Dly ex. M,W
"	IDL T	06	5 40	16	Dly
London, Ont., Canada	IDL BO	2 15	1 61	25	Dly
Laurenco Marques (Mozambique)	BOS BO	2 13	1 60	25	Dly
"	YML BO	2 11	1 58		
Luanda, Angola	IDL S	2 29	1 72	40	Th
"	IDL AF	2 29	1 70	40	W
"	BOS AF	2 27	1 71	40	W
"	CHI AF	2 35	1 77	40	W,Sa
"	YML AF	2 25	1 69	40	W,Sa
"	YML BO	2 28	1 71		
"	YML BO	2 25	1 69		
"	IDL BO	2 29	1 72		
Lulea, Sweden	IDL SS	1 37	1 02	25	M
Luxembourg, Belgium	IDL S	2 29	1 72	40	T,Th,F,Sa,Su
Lusaka, Northern Rhodesia	IDL BO	2 15	1 61	25	Dly
"	BOS BO	2 13	1 60	25	Dly
"	YML BO	2 11	1 58		
Luxembourg, Luxembourg	IDL S	1 21	91	30	T,W,Th
Lydda, Israel (See Tel Aviv)	IDL P	1 52	1 52	40	W,F
Maceio, Brazil	MIA P	1 28	1 26	40	T,Th
"	MSY P	1 51	1 51	40	Su,T,Th
"	HOU P	1 64	1 64	40	Su,T,Th
"	BRO P	1 56	1 56	40	T,Th
"	LAX P	1 86	1 86	40	M,W,F
"	IDL V	1 52	1 52	20	W,Sa
"	IDL BO	2 64	1 98	25	Dly
"	BOS BO	2 62	1 96	25	Dly
"	YML BO	2 59	1 95		
Madras, India	IDL BO	1 22	92	20	Dly except Th
"	BOS BO	1 21	91	20	Th,Sa
"	YML BO	1 18	89		
"	IDL IB	1 23	92	40	W,F
"	IDL AF	1 22	92	40	M,W,Th,Sa
"	BOS AF	1 21	91	40	Sa
"	CHI AF	1 28	96	40	W,Sa
"	YML AF	1 18	89	30	W,Sa
"	IDL TW	1 22	92	40	Dly except Th
"	BOS TW	1 21	91	40	T,W
"	CHI TW	1 28	98	40	Dly except Th
"	PHL TW	1 24	94	40	Dly except Th
"	MKC TW	1 36	1 03	40	Dly except Th
"	LAX TW	1 50	1 17	40	Dly except Th
"	IDL K	1 22	92	20	M,W,Th,F,Sa
"	YML K	1 18	89	22	W,Sa
"	IDL S	1 22	92	30	T
"	IDL SS	1 22	92	40	Dly
"	LAX SS	1 49	1 17	40	M,W
"	IDL SR	1 22	92	40	Dly ex. M,W
"	IDL P	1 23	92	40	W,Th
"	BOS P	1 21	91	40	W,Th
"	LAX P	1 50	1 18	40	W,Th

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INTERNATIONAL AIR CARGO RATE TABLES—Continued

Destination	Airport and Airline	RATES (See Note)			Depart	Destination	Airport and Airline	RATES (See Note)			Depart	Destination	Airport and Airline	RATES (See Note)			Depart
		Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value				Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value				Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value	
Managua, Colombia	MIA P	46	36		Dly	Mayaguez (Cont'd)	CVG R	29	23	10	M,T,W,Th,F	Monterey, Mexico	DAL A**	.13	.09	10	Dly
"	BRO P	58	43		M,Th,Sa	"	CLE R	28	22	10	M,T,W,Th,F	"	ELP A**	.13	.09	10	Dly
"	HOU P	56	43		Su,W	"	YIP R	29	23	10	M,T,W,Th,F	"	LAX A**	.24	.18	10	Dly
"	LAX P	70	53		Su,T,Th	Mayaguez, Cuba	LAX P	15	12	10	Dly	"	SAT A**	.07	.04	10	Dly
"	MSY P	53	40		Su,W	Matatlan, Mexico	LAX P	26	22	Dly	"	LGA A*	.27	.22	10	Dly	
"	IDL AV	58	57	43	Dly	"	BRO P	26	20		M,Th,Sa	"	BUF A*	.25	.21	10	Dly
"	MIA AV	47	35	15	M,T,W,F,Su	"	HOU P	29	22	Dly	"	CLE A*	.23	.18	10	Dly	
Malmö, Sweden	IDL SS	1 27	95	40	Dly	Medan, Sumatra	IDL BO	3 08	2 31	25	Dly	Montevideo, Uruguay	IDL P	1 51	1 13	40	Dly except M
"	LAX SS	1 53	1 21		M,W,Sa	"	YML BO	3 04	2 28			"	MIA P	1 43	1 08	40	Dly
"	IDL SR	1 27	95	40	Dly ex. M,W	"	BOS BO	3 06	2 30	25	Th,Sa	"	MSY P	1 50	1 13	40	M,F
"	IDL BO	1 27	95	25	Dly	"	HOU P	2 98	2 24	25	W,Sa	"	HOU P	1 53	1 15	40	Su,T,Th
"	BOS BO	1 25	94	25	Dly	"	YML K	2 94	2 21	25	W,Sa	"	BRO P	1 53	1 15	40	T,Th
Malta	IDL BO	1 43	1 07	27	Dly	Medellin, Colombia	IDL AV	61	46	15	Dly	"	LAX P	1 67	1 25	40	M,W,F
"	YML BO	1 39	1 04			"	MIA AV	51	39	15	M,W,F,Su	"	IDL V	1 51	1 13	20	W,Sa
"	BOS BO	1 41	1 06	20	Th,Sa	"	MIA P	51	39		T,Th,Sa	"	MIA BZ	1 32	.83	20	T,Th,Sa
Managua, Nicaragua	MIA P	38	29		M,W,F	"	MSY P	55	43		Su,W	"	IDL BZ	1 47	.94	20	
"	MSY P	44	33	20	Sa,Su,T,Th	"	BRO P	60	45		M,Th,Sa	Montreal, Quebec, Canada	LGA C	.67	5 00m	10	Dly
"	HOU P	41	31	20	Dly	"	HOU P	60	45		Su,T,Th	"	IDL T	.08	5 00	10	Dly
"	BRO P	39	30	20	Dly except Su	Merida, Mexico	LAX P	73	55		Su,T,Th	"	CLE T	.08	6 10*	10	Dly
"	MSY TA	38	20		Dly	"	MIA P	23	19	10	Dly	"	LGA NE	.08	6 50*	10	Dly
"	MEX TA	23	16		M thru Sa	"	MSY P	23	17	10	Sa,Su,T,Th	"	BOS NE	.07	5 50*	10	Dly
"	MIA TN	30	19	15	M,W,F	"	BRO P	33	25	20	Dly except Su	Moscow, U.S.S.R.	IDL AF*	1 79	1 34	40	
Manaos, Brazil	IDL P	1 44	1 44	40	Su,W,F	"	LAX P	33	25	20	Dly	"	BOS AF*	1 77	1 33	40	
"	MIA P	1 24	1 24	40	Th,Sa	Mexicali, Mexico	LAX P	33	25	20	Dly	"	CHI AF*	1 85	1 40	40	
"	MSY P	1 48	1 48	40	F	Mexico City, Mexico	MIA P	34	24	20	Dly	"	YML AF*	1 75	1 32	40	
"	HOU P	1 62	1 62	40	T,Th	"	MSY P	22	16	10	Sa,Su,T,Th	Mouila, F.E.A.	IDL AF	2 15	1 61	40	
"	BRO P	1 54	1 54	40	Su,T,Sa	"	HOU P	16	13	10	Dly	"	BOS AF	2 13	1 60	40	
"	LAX P	1 79	1 79	40	W,F	"	LAX P	14	11	10	Dly except Su	"	CHI AF	2 21	1 66	40	
Manchester, England	IDL SS	1 07	80	30	Dly	"	BRO P	30	25	20	Dly	"	YML AF	2 11	1 58	40	
"	LAX SS	1 33	1 05		M,W,Sa	"	MSY TA	33	25	20	Dly	"	IDL AF	2 13	1 61	40	
"	IDL AF	1 07	80	40		"	DCA A*	35	28	20	Dly	Moundou, F.E.A.	BOS AF	2 13	1 60	40	
"	BOS AF	1 05	78	40		"	BUF A*	33	28	20	Dly	"	CHI AF	2 21	1 66	40	
"	CHI AF	1 12	85	40		"	CLE A*	31	25	20	Dly	"	YML AF	2 11	1 58	40	
"	YML AF	1 03	77	40		"	DAL A*	29	23	20	Dly	Mozambique, Moz.	BOS BO	2 13	1 60	40	
"	IDL S	1 07	80	30	Su,T,Th	"	CHI AF*	20	15	10	Dly	"	YML BO	2 11	1 58	40	
"	IDL SR	1 07	80	30	Dly ex. M,W	"	LAX A**	30	23	20	Dly	"	IDL P	2 15	1 61	40	
"	IDL BO	1 07	80	25	Dly	"	ELP A**	20	16	10	Dly	Munich, Germany	BOS P	1 28	.97	40	Dly
"	BOS BO	1 05	78	25	Dly	"	SAT A**	15	11	10	Dly	"	IDL LH	1 30	.98	40	M,T,Th,F,Sa
"	YML BO	1 03	77			"	IDL AF*	35	28	20	Dly	"	IDL SS	1 31	.98	40	Dly
Manila, Philippines	LAX P	2 53	1 90	40	M,Th,Sa	"	YML BO	37	30			"	LAX SS	1 57	1 23	40	M,W,Sa
"	SFO P	2 53	1 90	40	M,Th,Sa	Milan, Italy	IDL LI	1 33	1 00	40	W,F	"	IDL S	1 30	.98	40	M,T,W,Sa
"	PDX P	2 53	1 90	40	M,Th,Sa	"	BOS LI	1 31	.98	40	Su,T,W,F	"	IDL AF	1 30	.98	40	T,W,Th,Sa
"	SEA P	2 53	1 90	40	M,Th,Sa	"	IDL AF	1 31	1 00	40	Su,T,W,F	"	BOS AF	1 28	.97	40	Sa
"	IDL P	3 27	2 46	40	M,T,W,F	"	BOS AF	1 31	.98	40	Sa	"	CHI AF	1 36	1 03	40	W,Sa
"	BOS P	3 25	2 44	40	M,T,W,F	"	CHI AF	1 39	1 03	40	W,Sa	"	YML AF	1 26	.95	40	W,Sa
"	CHI NW	2 68	2 01	40	Su,T,Sa	"	YML AF	1 29	.97	40	W,Sa	"	IDL K	1 30	.98	20	Dly
"	CLE NW	2 69	2 02	40	Su,T,Sa	"	IDL S	1 33	1 00	40	Su,T,Th,F	"	YML K	1 26	.95	22	Su,M,Sa
"	YIP NW	2 69	2 02	40	Su,T,Sa	"	IDL K	1 33	1 00	20	Dly	"	IDL LI	1 30	.98	40	M,W,F
"	IDL NW	2 68	2 01	40	Su,T,Sa	"	YML K	1 29	.97	40	W,Sa	"	BOS LI	1 28	.97	40	Sa
"	MKE NW	2 68	2 01	40	Su,T,Sa	"	IDL TW	1 33	1 00	40	Su,M,T,Th,Sa	"	IDL SR	1 30	.98	40	Dly ex. M,W
"	MSP NW	2 64	1 98	40	Su,T,Sa	"	BOS TW	1 31	.98	40	Sa	"	IDL SW	1 30	.98		
"	PDX NW	2 49	1 87	40	Su,T,Sa	"	CHI TW	1 39	1 05	40	Su,M,T,Th,Sa	"	IDL BO	1 30	.98	20	Dly
"	SEA NW	2 49	1 87	40	Su,T,Th	"	PHL TW	1 35	1 02	40	Su,M,T,Th,Sa	"	BOS BO	1 28	.97	20	Dly
"	BOS NW	2 74	2 05	40	Su,T,Sa	"	MKE TW	1 46	1 11	40	Su,M,T,Th,Sa	"	YML BO	1 26	.95		
"	IDL AF	3 34	2 54	40	Sa	"	LAX TW	1 60	1 25	40	Su,M,W,F,Sa	Nairobi, Kenya	IDL BO	2 15	1 61	25	Dly
"	BOS AF	3 37	2 52	40	Sa	"	IDL SW	1 33	1 00	40	W,Sa	"	YML BO	2 11	.98		
"	CHI AF	3 44	2 59	40	W,Sa	"	IDL SS	1 33	1 00	40	Th,F	"	BOS BO	2 13	1 60	25	W,F,Sa
"	YML AF	3 34	2 50	40	W,Sa	"	LAX SS	1 60	1 25		W,Sa	"	IDL EL	2 09	1 57	25	T,F,Sa
"	IDL SS	3 38	2 54	40	T,Th	"	IDL BO	1 33	1 00	40	Dly	"	IDL AF	2 15	1 61	40	F,T
"	SFO J	2 53	1 90	40	T,Th,Sa	"	BOS BO	1 31	.98	40	Dly	"	BOS AF	2 13	1 60	40	Sa
"	IDL J	2 77	2 08	40	Dly	"	YML BO	1 29	.97	40	Dly	"	CHI AF	2 21	1 66	40	W,Sa
Manizales, Colombia	IDL AV	64	48		Dly	"	IDL SR	1 33	1 00	40	Dly ex. M,W	"	YML AF	2 11	1 58	40	W,Sa
"	MIA AV	54	41	15	Su,M,T,W,F	Minatitlan, Mexico	MIA P	38	29	20	Dly	"	IDL S	2 09	1 53	40	F
"	BRO P	63	48		M,Th,Sa	"	MSY P	31	24		Su,T,Th,Sa	"	IDL SS	2 15	1 61	40	Th
"	HOU P	63	48		Su,W	"	BRO P	21	16		M,Th,Sa	"	LAX SS	2 45	1 87	40	Sa
"	MSY P	60	45		M,F	"	HOU P	24	19		Dly	Naples, Italy	IDL LI	1 42	1 07	40	M,W,F
Manono, Belgian Congo	IDL S	2 22	1 66	40	T,Th,Sa	"	LAX P	38	29		Dly	"	BOS LI	1 40	1 06	40	F
Manua, Ecuador	MIA P	65	49	30	T	Mitiga, F.E.A.	IDL AF	2 15	1 61	40	F	"	IDL S	1 42	1 06	40	Sa
"	MSY P	72	54	30	T	"	BOS AF	2 13	1 60	40	Sa	Nassau, Bahamas	MIA P	.07	.05	10	3 Dly
"	HOU P	74	56	30	M	"	CHI AF	2 21	1 66	40	W,Sa	"	YML T**	.23	.18	.05	M
"	BRO P	74	56	30	M	"	YML AF	2 11	1 58	40	W,Sa	"	YTO T**	.22	.18	.05	M
"	LAX P	87	66	40	Su	Moanda, Bel. Congo	IDL S	2 22	1 66	40	Su,W,Th	"	IDL BO	.17	.13	.05	Dly
Manzanilla, Cuba	MIA P	14	09	10	Dly	Mogadishu, It.	IDL BO	2 15	1 61	25	Dly	"	MIA BO	.07	.05	.07	Dly
Maracaibo, Venezuela	MIA P	40	30	20	Dly	"	YML BO	2 11	1 58			Natal, Brazil	IDL P	1 46	1 16	40	Su,W,Sa
"	IDL P	30	20	20	Dly	Mombasa, Kenya	IDL BO	2 15	1 61	25	Dly	"	MIA P	1 25	1 00	40	Su,W,Sa
"	MSY P	45	34	20	Dly except W	"	BOS BO	2 13	1 58	25	Dly	"	MSY P	1 48	1 48	40	M
"	HOU P	48	36	20	Dly	"	YML BO	2 11	1 60			"	HOU P	1 62	1 62	40	Su,T
"	BRO P	48	36	20	Dly except Su	Monrovia, F.E.A.	IDL AF	1 75	1 31	40	Sa	"	BRO P	1 55	1 55	40	T
"	LAX P	62	47	20	M,W,F	"	BOS AF	1 73	1 30	40	Sa	"	LAX P	1 80	1 80	40	M,W
"	MIA K	40	30	07	Su,T,Th,F	"	CHI AF	1 81	1 37	40	W,Sa	"	MIA BZ	1 04	.75	20	T,Th,Sa
"	YML K	55	42	22	M	"	YML AF	1 71	1 28	40	W,Sa	"	IDL BZ	1 20	.86	20	Sa
"	MIA RN	40	30	15	M,Th	Montego Bay, Jamaica	MIA P	20	15	10	Dly	"	IDL V	1 46	1 46	20	Sa,W
"	IDL LV	50	37	40	Dly except M	"	IDL AV	28	21	15	Sa	Natitingou, F.W.A.	IDL AF	1 83	1 37	40	
"	MIA LV	41	31		Dly except Su	"	MIA BO	20	15	05	M,W,Sa	"	BOS AF	1 81	1 36	40	
"	IDL BO	40	30		Dly except Su	"	IDL BO	30	23	05	Sa	"	CHI AF	1 88	1 42	40	
"	IDL S	50	38		Dly	"	YML BO	35	27	15	Dly	"	YML AF	1 79	1 34	40	
Maroua, F.E.A.	IDL AF	2 15	1 61	40	M,F	"	BUJ DC	30	23	15	Dly	N'Dola, N. Rhodesia	IDL S	2 09	1 56	40	Th
"	BOS AF	2 15	1 60	40	Sa	"	CHI DC	33	26	15	Dly	"	IDL BO	2 09	1 56	25	Dly
"	CHI AF	2 21	1 66	40	W,Sa	"	CSX DC	33	26	15	Dly	"					

INTERNATIONAL AIR CARGO RATE TABLES—Continued

RATES (See Note)					RATES (See Note)					RATES (See Note)							
Destination	Airport and Airline	(Un- der 100 Lbs.)	(Over 100 Lbs.)	Per \$100 Value	Depart	Destination	Airport and Airline	(Un- der 100 Lbs.)	(Over 100 Lbs.)	Per \$100 Value	Depart	Destination	Airport and Airline	(Un- der 100 Lbs.)	(Over 100 Lbs.)	Per \$100 Value	Depart
Nice, France (Cont'd)	IDL SR	1.27	.95	.40	Dly ex. M,W	Ottawa, Ont., Canada	LGA C	.07	.06	...	Dly	Pereira (Cont'd)	BRO P	.63	.48	...	M,Th,Sa
"	IDL SS	1.27	.95	.40	T,W,Th,Sa	"	IDL T	.07	5.10	10	Dly	"	HOU P	.63	.48	...	Su,W
"	LAX SS	1.53	1.21	...	W,Sa	Ouagadougou, F.W.A.	IDL AF	1.83	1.37	.40	...	"	MSY P	.60	.45	...	Sa,T,Th
Nicosia, Cyprus	IDL BO	1.66	1.25	.25	Dly	"	BOS AF	1.81	1.36	.40	...	"	LAX P	.77	.58	...	M,W,F
"	IDL EL	1.66	1.25	.25	T,F,Sa	"	CHI AF	1.88	1.42	.40	...	Pisa, Italy	IDL SW	1.37	1.03	.40	F
"	YML BO	1.62	1.22	...	...	"	YML AF	1.79	1.34	.40	...	"	IDL LI	1.38	1.03	.40	M,W,F
Nome, Alaska	BOS BO	1.64	1.23	.25	Th,Sa	Pala, F.E.A.	IDL AF	2.15	1.61	.40	...	"	BOS LI	1.36	1.01	.40	F
"	SEA P	.55	.26	.07	T,Th,Sa	"	BOS AF	2.13	1.60	.40	...	Pointe a Pitre, Guad.	YML BO	.40	.30	...	...
Norrköping, Sweden	IDL SS	1.17	.88	.20	Dly	"	CHI AF	2.21	1.66	.40	...	Pointe Noire, F.E.A.	IDL AF	2.15	1.61	.40	...
North Bay, Ont., Canada	IDL T	.09	6.50	10	Dly	"	YML AF	2.11	1.58	.40	...	"	BOS AF	2.13	1.60	.40	...
Noumea, New Caledonia	IDL AF	3.64	2.73	.25	F	Palembang, Sumatra	IDL BO	3.05	2.29	.25	Dly	"	CHI AF	2.21	1.66	.40	...
"	BOS AF	3.62	2.72	.25	Sa	"	BOS BO	3.03	2.27	.25	Th,Sa	"	YML AF	2.11	1.58	.40	...
"	CHI AF	3.70	2.79	.25	W,Sa	"	YML K	.91	.219	.25	T,F,Sa	Ponce, R. R.	IDL R	.15	.12	10	T,Th
"	YML AF	3.60	2.70	.25	W,Sa	"	IDL K	.295	.221	.25	Dly	"	BAL R	.22	.19	10	M,T,W,Th,F
Neuva Gerona (Iale of Pines), Cuba	MIA EA	.14	...	...	Dly	Palermo, Italy	IDL LI	1.42	1.07	.40	M,W,F	"	BOS R	.26	.21	10	M,T,W,Th,F
Neuva Ocotepaque, Hon.	MSY TA	.47	.36	.15	M,W,F	"	BOS LI	1.40	1.06	.40	F	"	CHI R	.32	.25	10	M,T,W,Th,F
Nuremberg, Germany	MEX TA	.27	.21	.15	T,Th,Sa	Palma, Majorca	IDL IB	1.32	.99	...	M,W,F	"	CVG R	.29	.23	10	M,T,W,Th,F
"	IDL K	1.27	.96	.40	Dly	"	IDL AF	1.30	.98	.40	...	"	CLE R	.28	.22	10	M,T,W,Th,F
"	YML LH	1.22	.92	.20	W,Sa	"	BOS AF	1.28	.94	.40	...	"	YIP R	.29	.23	10	M,T,W,Th,F
"	IDL SS	1.27	.96	.40	Dly	"	CHI AF	1.36	1.03	.40	...	Port au Prince, Haiti	MIA P	.15	.12	15	Dly
"	LAX SS	1.54	1.21	...	M,W,Sa	"	YML AF	1.26	.95	.40	...	"	IDL P	.25	.21	15	Dly
"	IDL S	1.27	.96	.40	T,Th,F	Panama City, Pan.	MIA P	.39	.29	.20	Dly	"	CHI DC	.28	.24	.15	M,T,Sa
"	IDL AF	1.27	.96	.40	Dly except F	"	MSY P	.45	.34	.20	Dly except W	"	YIP DC	.27	.23	.15	M,T,Sa
"	BOS AF	1.26	.94	.20	Dly	"	HOU P	.48	.37	.20	Dly	"	HOU DC	.25	.22	.15	M,T,Sa
"	CHI AF	1.33	1.01	.40	W,Sa	"	BRO P	.48	.37	.20	Dly except Su	"	MSY DC	.22	.18	.15	M,T,Sa
"	YML AF	1.23	.93	.40	W,Sa	"	LAX P	.61	.41	.20	M,W,F	"	MEM DC	.26	.21	.15	M,T,Sa
"	IDL BO	1.27	.96	.20	Dly	"	HOU B	.48	.36	.20	Su,M,Sa	Port Elizabeth, So. Africa	IDL BO	2.35	1.76	.33	Dly
"	BOS BO	1.26	.94	.20	Dly	"	CRP B	.48	.36	.20	Su,M,Sa	"	BOS BO	2.33	1.75	.33	Dly
"	YML BO	1.23	.93	...	...	"	DAL B	.51	.38	.20	Su,M,Sa	"	YML BO	2.31	1.73	...	...
"	IDL SR	1.27	.96	.40	Dly ex. M,W	"	BRO B	.48	.36	.20	Su,M,Sa	Port Gentil	IDL AF	2.15	1.61	.40	...
"	IDL SW	1.27	.96	.40	Dly	"	FTW B	.51	.38	.20	Su,M,Sa	"	BOS AF	2.13	1.60	.40	...
"	IDL P	1.27	.96	.20	W,Sa	"	LDB B	.54	.41	.20	Su,M,Sa	"	CHI AF	2.21	1.66	.40	...
"	BOS P	1.26	.94	.20	W,Sa	"	MIA B	.39	.29	.20	Dly	"	YML AF	2.11	1.57	.40	...
Oaxaca, Mexico	MIA P	.51	.39	...	Dly	"	EAT B	.51	.38	.20	M,T,F,Sa	Port Harcourt (Nigeria)	IDL BO	1.90	1.50	.20	Dly
"	MSY P	.43	.33	...	M,W,F	"	MSY TA	.45	.24	...	Dly	"	BOS BO	1.96	1.47	.25	Dly
"	BRO P	.19	.15	...	M,T,Sa	"	MIA K	.39	.29	.15	M,Sa	"	YML BO	1.94	1.46	...	...
"	HOU P	.21	.16	...	Dly	"	YML K	.54	.41	.15	F	Port of Spain, Trinidad	IDL P	.45	.34	.20	Dly except Sa
"	LAX P	.38	.29	...	Dly	"	PIE AS	.30	.19	.17	Su,W	"	MIA P	.39	.29	.20	Dly
Okinawa	CHI NW	2.68	2.01	.40	Su,T,Th,Sa	Pantelleria, Italy	IDL LV	.49	.37	...	M,W,Sa	"	MSY P	.45	.34	.20	W,F
"	YIP NW	2.69	2.02	.40	Su,T,Th,Sa	"	IDL LI	1.55	1.14	.40	M,W,F	"	HOU P	.48	.37	.20	M,W,Th,Sa
"	MKE NW	2.68	2.01	.40	Su,T,Th,Sa	"	BOS LI	1.53	1.13	.40	F	"	BRO P	.48	.37	.20	T,Th
"	MSR NW	2.64	1.98	.40	Su,T,Th,Sa	Paramaribo, Surinam	IDL P	.64	.48	.20	Su,T	"	LAX P	.63	.48	.20	Su,W,Sa
"	IDL NW	2.74	2.05	.40	Su,T,Th,Sa	"	MIA P	.57	.43	.20	Su,T	"	YML T	.50	.38	.15	W
"	PDX NW	2.49	1.87	.40	Su,T,Th,Sa	"	MSY P	.64	.48	.20	T	"	YTO T	.50	.38	.15	W
"	SEA NW	2.49	1.87	.40	Su,T,Th,Sa	"	HOU P	.68	.51	.20	T	"	MIA K	.38	.29	.15	M,T,Th,Sa
"	SFO J	2.52	1.89	.40	T,Th,Sa	"	BRO P	.68	.51	.20	T	"	IDL BO	.48	.34	.15	Dly
"	LAX P	2.50	1.88	.40	T,Th,Sa	"	LAX P	.51	.41	.20	W	"	YML BO	.50	.38	.20	...
Oran, Algeria	IDL AF	1.36	1.02	.40	T,W,Th,Sa,Su	"	IDL K	.64	.48	.20	T,Sa	"	MIA BO	.38	.29	...	...
"	BOS AF	1.34	1.01	.40	Sa	"	MIA K	.57	.43	.20	W,Su	"	IDL AL	.45	.30	...	F
"	CHI AF	1.42	1.07	.40	W,Sa	Paris, France	IDL S	1.17	.88	.30	Dly except M	"	IDL LV	.50	.38	...	Dly except M
"	YML AF	1.32	.99	.40	W,Sa	"	IDL EL	1.17	.88	.30	T,F,Sa	"	MIA BZ	.27	.19	.05	T,Th,Su
Oruro, Bolivia	MIA P	1.11	.83	.30	Su,M,W	"	IDL SS	1.17	.88	.40	Dly	"	IDL BZ	.27	.19	.05	T,Th,Su
"	MSY P	1.17	.87	.30	Su,M	"	IDL IB	1.17	.88	.30	M,W,F	Port Sudan, Ang. Eg. Sudan	IDL BO	2.03	1.52	.25	Dly
"	HOU P	1.19	.90	.30	Sa,Su,T	"	IDL SR	1.17	.88	.30	Dly ex. M,W	"	BOS BO	2.01	1.51	.25	Th,Sa
"	BRO P	1.19	.90	.30	Sa,Su	"	IDL AF	1.17	.88	.30	Dly	"	YML BO	1.99	1.49	.40	...
"	LAX P	1.32	1.00	.40	M,W	"	BOS AF	1.15	.86	.30	Sa	Porto Alegre, Brazil	IDL P	1.48	1.12	.40	Su,W,F
Osaka, Japan	SFO J	2.49	1.87	...	M,W,F	"	CHI AF	1.22	.93	.40	W,Sa	"	IDL V	1.52	1.14	.40	W,Sa
"	IDL NW	2.85	2.14	.40	Dly	"	YML AF	1.12	.84	.30	W,Sa	"	MIA P	1.41	1.06	.40	Th
"	MKE NW	2.79	2.10	.40	Dly	"	IDL K	1.17	.88	.30	Dly	"	MSY P	1.48	1.12	.40	T
"	MSR NW	2.75	2.07	.40	Dly	"	YML K	1.17	.88	.30	Su,W,Sa	"	HOU P	1.51	1.14	.40	T
"	PDX NW	2.60	1.96	.40	Dly	"	IDL LI	1.17	.85	.30	M,W,F	"	BRO P	1.51	1.14	.40	T
"	SFO NW	2.60	1.96	.40	Dly	"	BOS LI	1.15	.87	.30	F	"	LAX P	1.43	1.22	.40	W
"	CHI NW	2.70	2.10	.40	Dly	"	IDL TW	1.17	.88	.30	19 Wkly	"	MIA BZ	1.22	.80	.20	T,Th,Sa
"	CLE NW	2.80	2.11	.40	Dly	"	BOS TW	1.15	.86	.30	W,Sa	Porto Nacional, Brazil	IDL BZ	1.18	.81	.20	...
"	BOS NW	2.85	2.14	...	...	"	CHI TW	1.22	.93	.30	20 Wkly	"	IDL S	1.35	1.01	.40	Su,W,F
Oslo, Norway	IDL SS	1.24	.93	.40	Dly	"	PHL TW	1.18	.89	.30	19 Wkly	"	IDL K	1.31	.98	.20	M,T,Th
"	LAX SS	1.51	1.19	.40	M,W,Sa	"	MKE TW	1.30	.98	.40	19 Wkly	"	IDL SR	1.35	1.01	.40	Dly ex. M,W
"	IDL S	1.24	.93	.40	Su,W,Th,F	"	LAX TW	1.43	1.13	.40	19 Wkly	"	IDL BO	1.35	1.01	.20	Dly
"	IDL K	1.24	.93	.30	Su,W,Th,F	"	IDL P	1.17	.88	.30	Dly	"	BOS BO	1.33	1.00	.40	Dly
"	YML K	1.20	.90	.30	W	"	BOS P	1.15	.86	.30	Su,T,Th	"	YML BO	1.31	.98	...	...
"	BOS P	1.22	.92	.40	Su	"	IDL BO	1.15	.86	.30	Dly	"	LAX SS	1.61	1.27	...	M,W,Sa
"	IDL P	1.24	.93	.40	Su	"	BOS BO	1.15	.86	.30	...	"	IDL SS	1.35	1.01	.40	Dly
"	IDL AF	1.24	.93	.40	...	"	YML BO	1.12	.84	...	...	"	IDL AF	1.35	1.01	.40	Dly except Su
"	BOS AF	1.22	.92	.40	...	Parnakya, Brazil	IDL SW	1.17	.88	.30	Sa,T,Su	"	BOS AF	1.33	1.00	.40	Sa
"	CHI AF	1.30	.99	.40	...	"	IDL P	1.33	1.33	.40	Sa,T,Su	"	CHI AF	1.41	1.07	.40	W,Sa
"	YML AF	1.20	.90	.30	...	"	MIA P	.99	.67	.30	Sa,T	"	YML AF	1.31	.98	.40	W,Sa
"	IDL BO	1.24	.93	.40	Dly	"	MIA BZ	.90	.61	.20	T,Th,Sa	Preston, Cuba	MIA P	.20	.15	.07	Dly
"	BOS BO	1.22	.92	.40	Dly	Pereira, Colombia	IDL AV	.64	.45	.15	Dly	Prestwick, Scotland	IDL SS	1.03	.78	.40	Dly
"	YML BO	1.20	.90	"	MIA AV	.54	.41	.15	Dly ex. Th,Sa	"	YML T	.99	.75	.30	T,Th,Sa

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INTERNATIONAL AIR CARGO RATE TABLES—Continued

RATES (See Note)					RATES (See Note)					RATES (See Note)				
Destination	Airport and Airline	Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Depart	Destination	Airport and Airline	Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Depart	Destination	Airport and Airline	Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Depart
Prestwick, Scotland (Cont'd)	IDL K	1.03	.78	30 Dly	Rome, Italy	IDL SW	1.39	1.04	40	Santa Marta,	MSY P	.53	.40	Su,W
"	IDL B	1.03	.78	30 Dly	" (Cont'd)	IDL IB	1.39	1.06	25 M,W,F	"	LAX P	.69	.52	30 Su,T,Th
"	YML BO	.99	.74	"	Saigon, Indo China	IDL AF	3.12	2.34	40 Su,T,W,F,Sa	"	MIA P	1.31	.98	30 Dly
"	BOS BO	1.01	.76	30 Th,Sa	"	BOS AF	3.10	2.33	40 Sa	"	MSY P	1.37	1.03	30 Dly ex M,Th
"	IDL P	1.03	.78	30 Dly	"	CHI AF	3.18	2.39	40 W,Sa	"	HOU P	1.41	1.06	30 Dly
"	BOS P	1.02	.76	30 Dly	"	YML AF	3.08	2.31	40 W,Sa	"	BRO P	1.41	1.06	30 Su,Th,Sa
Puerto Cabezas, Nic.	MSY TA	.60	.47	M,W,F	"	IDL BO	3.12	2.34	40 Dly	"	LAX P	1.53	1.15	30 M,Th,Sa
Puerto Cortes,	MEX TA	.48	.38	T,Th,Sa	"	YML BO	3.08	2.31	"	"	IDL P	.93	.72	40 T,Th,Sa
Honduras	MEX TA	.25	.18	M,W,F	"	BOS BO	3.10	2.33	"	"	MIA P	.88	.66	40 Th
Puerto Suarez, Bol.	MIA P	1.17	.87	30 Su	"	SFO J	2.54	1.91	40 T,Th,Sa	"	MSY P	.95	.72	40 Su,M,T,W,Th
"	HOU P	1.26	.94	40 Sa	"	SFO P	2.54	1.91	40 M,F	"	HOU P	.98	.74	40 T,Th
"	BRO P	1.26	.94	40 Sa	"	IDL NW	2.74	2.05	40 Su,Sa	"	BRO P	.98	.74	40 Su,T,Th
"	MSY P	1.22	.92	40 Su	"	MKE NW	2.68	2.01	40 Su,Sa	"	LAX P	1.12	.84	40 M,W,F
"	LAX P	1.39	1.05	40 Sa	"	CHI NW	2.68	2.01	40 Su,Sa	"	MIA BZ	.89	.63	20 T,Th,Sa
Pusan, Korea	CHI NW	2.68	2.01	40 Th	"	MSP NW	2.64	1.98	40 Su,Sa	"	IDL V	1.08	.82	20 W,Sa
"	YIP NW	2.69	2.02	40 Th	"	BOS NW	2.74	2.05	40 Su,Sa	"	IDL P	1.42	1.07	40 Dly except M
"	SEA NW	2.49	1.87	40 Th	"	PDX NW	2.49	1.87	40 Su,Sa	"	MIA P	1.32	1.00	40 Th
"	MSP NW	2.64	1.98	40 Th	"	SFA NW	2.49	1.87	40 Su,Sa	"	MSY P	1.53	1.16	40 W
"	IDL NW	2.74	2.05	40 Th	St. Croix, Virg. Is.	IDL P	.27	.21	10 Su,T,Th	"	HOU P	1.42	1.07	40 T
"	PDX NW	2.49	1.87	40 Th	"	MIA P	.20	.15	10 Su,T,Th	"	BRO P	1.67	1.26	40 T
Quito, Ecuador	MSY P	.70	.53	20 Dly ex W,Sa	St. John, N. B.	BOS T	.63	4.00	40 Dly	"	LAX P	1.57	1.18	40 T,Sa
"	HOU P	.73	.55	20 Dly except F	St. John, Antigua	IDL P	.34	.26	20 Su,M,T,Th	"	SFO P	1.93	1.42	107 W,Sa
"	BRO P	.73	.55	20 Dly ex Su,F	B.W.I.	MIA P	.25	.19	10 Su,M,T,Th	"	IDL V	1.42	1.07	20 W,Sa
"	IDL AV	.74	.56	15 M,W,F	St. John, N. F.	BOS T	.15	12.30	10 Dly	"	MIA BZ	1.20	.84	20 T,Th,Sa
"	MIA AV	.64	.48	15 M,W,F	St. Kitts, B.W.I.	IDL BO	.36	.27	.05 Dly	"	IDL BZ	1.36	.95	20
Rabat, Fr. Mor.	IDL AF	1.27	.95	40	"	MIA BO	.26	.20	"	"	BRO B	1.38	1.04	40 Su
"	BOS AF	1.25	.94	40	"	MIA BO	.26	.20	"	"	CRP B	1.38	1.04	40 Su
"	CHI AF	1.27	.95	40	"	YML BO	.38	.29	"	"	DAL B	1.42	1.07	40 Su
"	YML AF	.23	.23	40	"	MIA K	.26	.20	40 W	"	FTW B	1.42	1.07	40 Su
Rangoon, Burma	IDL BO	2.82	2.11	25 Dly	St. Lucia	IDL BO	.40	.30	15 Dly	"	HOU B	1.38	1.04	40 Su
"	YML BO	2.78	2.08	"	Windward Is.	"	"	"	"	"	LRD B	1.44	1.09	40 Su
"	BOS BO	2.80	2.10	25 Th,Sa	"	MIA BO	.33	.25	"	"	MIA B	1.27	.96	40 Su,T,Th,F
"	IDL K	2.73	2.05	25 M,W,Sa	"	YML BO	.45	.34	"	"	SAT B	1.42	1.07	40 Su
"	IDL SS	2.73	2.05	40 Sa	St. Thomas	IDL P	.26	.21	10 Su,T,Th	"	CHI NW	2.68	2.01	40 T,Th,Sa
"	IDL AF	2.82	2.11	40	Virgin Is. (U.S.)	MIA P	.19	.15	10 Su,T,Th	"	YIP NW	2.69	2.02	40 T,Th,Sa
"	BOS P	2.82	2.11	40	"	IDL BO	.31	.25	"	"	SEA NW	2.52	1.89	40 T,Th,Sa
"	CHI AF	2.87	2.16	40	Salisbury, So. Rhod.	IDL BO	2.15	1.61	25 Dly	"	MSP NW	2.64	1.98	40 T,Th,Sa
"	YML AF	2.78	2.08	40	"	BOS BO	2.13	1.60	"	"	IDL NW	2.74	2.05	40 T,Th,Sa
"	IDL P	2.73	2.05	40 Su,Th,F,Sa	"	YML BO	2.11	1.58	"	"	PDX NW	2.52	1.89	40 T,Th,Sa
"	BOS P	2.73	2.05	40 Su,Th,F,Sa	Salta, Argentina	MIA P	1.24	.93	40 Sa	"	SFO J	2.52	1.89	40 T,Th,Sa
"	SFO P	2.82	2.28	40 W,Sa	"	MSY P	1.30	.98	40 Sa	"	IDL J	2.76	2.07	40
"	LAX P	2.82	2.28	40 T,Th,Sa	"	HOU P	1.33	1.00	40 F	Shannon, Eire	IDL P	1.00	.75	30 Dly
"	IDL J	3.06	2.30	40	Salzburg, Austria	IDL K	1.33	1.00	40 M,Th,F	"	BOS P	.98	.73	30 Dly
Recife (Pernambuco)	IDL P	1.48	1.48	40 Dly	"	IDL SR	1.33	1.00	40 Dly ex M,W	"	IDL LI	.99	.75	30 M,W,F
Brasil	MIA P	1.17	.87	30 M,W,F	San Ignacio de	MIA P	1.17	.87	20 M,Th	"	BOS LI	.97	.74	30 Dly
"	BRO P	1.56	1.56	40 Dly	Velasco, Bolivia	MSY P	1.22	.92	40 M,Th	"	YML T	.96	.72	22 Sa
"	HOU P	1.65	1.65	40 M,Sa	"	HOU P	1.26	.94	40 Su,W	"	IDL TW	.99	.75	30 Dly except W
"	LAX P	1.85	1.85	40 M,F	San Ignacio de	BRO P	1.26	.94	40 Th	"	BOS TW	.98	.73	30 Su,W,F,Sa
"	MSY P	1.51	1.51	40 Su,W	Velasco	HOU P	1.26	.94	40 F	"	PHL TW	1.01	.77	30 Dly
"	MIA BZ	1.00	.77	20 T,Th,Sa	"	LAX P	1.39	1.05	40 F	"	CHI TW	1.05	.80	30 Dly
Reggio Calabria,	IDL LJ	1.48	1.12	40 M,W,F	"	MSY P	1.22	.92	40 Sa	"	MKE TW	1.12	.86	40 Dly
Italy	BOS LJ	1.46	1.11	40 F	San Jose, Bolivia	MIA P	1.16	.83	30 M,Th	"	LAX TW	1.17	.90	40 Dly
Regina, Sask.,	IDL T	21	17.20	15 Dly	"	MSY P	1.22	.92	40 M,Th	"	IDL SR	.99	.75	30 Dly ex M,W
Canada	"	"	"	"	San Jose,	MIA P	.25	.23	10 M,F	"	IDL K	.99	.75	30 Dly
Reunion Island	IDL AF	2.71	2.03	40 M,T,F	Costa Rica	HOU P	.45	.34	20 Su,M,W,Sa	"	IDL SW	.99	.75	30 W,F,Sa
"	BOS AF	2.69	2.02	40 Sa	"	MSY P	.48	.36	20 M,Th	"	IDL S	.99	.75	30 W,F,Sa
"	CHI AF	2.69	2.09	40 W,Sa	"	BRO P	.34	.20	20 T,Th	Singapore, Mal. St.	IDL BO	3.01	2.26	40 Dly
"	YML AF	2.67	2.00	40 W,Sa	"	LAX P	.61	.46	20 Su,W,F	"	YML BO	2.97	2.23	40 Th,Sa
Rio de Janeiro, Bra.	IDL P	1.42	1.07	40 Dly except M	"	MSY TA	.39	.32	15 Dly except Su	"	BOS BO	2.99	2.25	40 Th,Sa
"	MIA P	1.32	1.00	40 T,Th,Sa	"	MEX TA	.31	.20	15 Dly except Su	"	SFO P	2.55	.91	40 M,F
"	MSY P	1.53	1.16	40 M,F	San Juan,	MIA K	.39	.29	15 M,Th	"	LAX P	2.55	.91	40 T,Th,Sa
"	HOU P	1.42	1.07	40 Su,T,Th	Puerto Rico	IDL P	.22	.18	10 Twice Daily	"	SFO J	2.55	.91	40 T,Th,Sa
"	BRO P	1.67	1.26	40 T,Th	"	MIA R	.15	.12	10 Dly	"	IDL K	2.92	2.19	40 Su,T,Th
"	LAX P	1.57	1.18	40 M,W,F	"	IDL R**	.22	.20	10 Dly	"	YML K	2.88	2.16	40 Sa,W
"	IDL V	1.42	1.07	20 T,Th,Sa	"	BAL R	.22	.18	10 M,T,W,Th,F	"	IDL LU	.99	.75	40 Dly except T
Rio de Janeiro	MIA BZ	1.20	.84	20 T,Th,Sa	"	BOS R	.26	.21	10 M,T,W,Th,F	"	YIP NW	2.74	2.05	40 Su,T,Sa
"	IDL BZ	1.36	.95	20	"	CHI R	.32	.25	10 M,T,W,Th,F	"	MKE NW	2.68	2.02	40 Su,T,Sa
"	DAL B	1.42	1.07	40 Su	"	CVG R	.29	.23	10 M,T,W,Th,F	"	CHI NW	2.68	2.01	40 Su,T,Sa
"	HOU B	1.38	1.04	40 Su	"	CLE R	.28	.22	10 M,T,W,Th,F	"	MSP NW	2.64	1.98	40 Su,T,Sa
"	BRO B	1.38	1.04	40 Su	"	YIP R	.29	.23	10 M,T,W,Th,F	"	BOS NW	2.74	2.05	40 Su,T,Sa
"	CRP B	1.38	1.04	40 Su	"	CHI DC	.32	.25	10 M,T,W,Th,F	"	PDX NW	2.49	1.87	40 Su,T,Sa
"	FTW B	1.44	1.09	40 Su	"	YIP DC	.31	.24	15 M,Th,Sa	"	SEF NW	2.49	1.87	40 Su,T,Sa
"	LRD B	1.44	1.09	40 Su	"	MEMDC	.26	.21	15 Sa	Siama, Nicaragua	MSY TA	.55	.42	15 Dly
"	SAT B	1.42	1.07	40 Su	"	CHI E**	.32	.20	15 Dly	"	MEX TA	.43	.33	15 M,T,W,Th,F
"	MIA B	1.27	.96	40 Su,T,Th,F	"	YIP E**	.29	.20	25 Dly	Stanleyville,	IDL S	2.09	1.56	40 Su,T,W,Th,F
"	YML BO	1.28	.97	"	"	MIA E**	.15	.10	15 Dly	Bel. Congo	IDL S	1.24	.93	40 Dly
Robertsfield, Lib.	IDL AF	1.75	1.31	40 W	"	BAL E	.22	.18	10 Dly	Stavanger, Norway	IDL SS	1.51	1.19	40 M,W,Sa
"	BOS AF	1.73	1.30	40 Sa	"	CLE E	.28	.22	10	"	IDL SS	1.27	.95	40 Dly
"	CHI AF	1.81	1.37	40 W,Sa	"	MEME	.28	.22	10	"	LAX SS	1.53	1.21	40 M,W,Sa
"	YML AF	1.71	1.28	40 W,Sa	"	MIA TN	.20	.15	15 M,Th	"	IDL K	1.25	.95	20 Dly
"	IDL P	1.69	1.27	40 Th	San Pedro Sula,	MSY TA	.38	.21	15 W,Sa	"	YML K	1.22	.92	20 W,Sa
"	BOS P	1.67	1.25	40 Th	Hond.	MIA P	.37	.28	20 M,W,F,Sa	"	IDL BO	1.27	.95	20 Dly
Rolore, Bolivia	MIA P	1.17	.87	30 M,Th	San Salvador,	MSY P	.39	.29	20 Su,T,Th	"	BOS BO	1.25	.94	20 Dly
"	MSY P	1.22	.92	40 M,Th	El Salvador	HOU P	.36	.28	20 Dly	"	YML BO	1.22	.92	"
"	HOU P	1.26	.94	40 Su,W	"	BRO P	.34	.26	20 Dly except Su	"	IDL S	1.26	.95	40 Dly except M
Rosne, Denmark	IDL S	1.39	1.04	40 Su,W	"	LAX P	.50	.38	20 Su,W,Sa	"	IDL P	1.26	.95	40 T,Th,Sa
Rome, Italy	IDL LI	1.39	1.04	40 M,W,F	"	MSY TA	.37	.18	15 Dly	"	BOS P	1.24	.93	40 Dly ex M,W
"	BOS LI	1.37	1.03	40 F	"	MEX TA	.30	.13	15 Dly	"	IDL AF	1.27	.95	40 Su,M,Th,F
"	IDL BO	1.39	1.04	40 Dly	"	PIE AS	.25	.17	15 T,Th,Sa	"	BOS AF	1.25	.94	40 Sa
"	BOS BO	1.37	1.03	40 Th,Sa	"	MIA TN	.25	.17	15 M,Th	"	CHI AF	1.32	1.00	40 W,Sa
"	YML BO	1.35	1.01	"	Santa Clara, Cuba	MIA P	.13	.09	20 Dly	"	YML AF	1.22	.92	40 W,Sa
"	IDL EL	1.39	1.04	40 T,F,Sa	Santa Cruz, Bolivia	MIA P	1.17	.87	30 Dly ex Sa,T,F	"	IDL S	1.23	.93	40 Su,T,F
"	IDL SS	1.39	1.04	40	"	MSY P	1.22	.92	40 Su,M,Th	"	IDL P	1.26	.95	40 Dly
"	LAX SS	1.66	1.30	40 M,W,Sa	"	HOU P	1.24	.93	40 F,W,Sa,Su	"	IDL S	1.26	.94	40 M,T,Th,F,Sa
"	IDL AF	1.39	1.04	40 Dly	"	BRO P	1.24	.93	40 F,W,Sa	"	IDL BO	1.26	.94	40 T,W,Th,F
"	BOS AF	1.37	1.03	40 Sa	"	LAX P	1.37	1.03	40 M,W,Sa	"	BOS BO	1.24	.93	40 Dly
"	CHI AF	1.45	1.10	40 W,Sa	Santa Maria, Azores	IDL P	.87	.65	30 Su,T,Th,Sa	"	YML BO	1.22	.91	40
"	YML AF	1.35	1.01	40 W,Sa	"	BOS P	.85	.64	30 Su,T,Th,Sa	"	IDL SS</			

INTERNATIONAL AIR CARGO RATE TABLES—Continued

Destination	Airport and Airline	RATES (See Note)			Depart	Destination	Airport and Airline	RATES (See Note)			Depart	Destination	Airport and Airline	RATES (See Note)			Depart
		Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value				Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value				Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value	
Suva, Fiji Islands...	SFO Q	1.78	1.35	40	Su,Th	Tel Aviv (Cont'd)	IDL SR	1.75	1.32	40	Su	Vienna (Cont'd)	CHI AF	1.42	1.08	40	W,Sa
"	SFO P	1.78	1.35	40	M,T,Th,Sa	"	LAX SS	1.79	1.34	40	Sa	"	YML AF	1.32	99	40	W,Sa
"	SFO Q	1.78	1.35	20	M,W,F	"	IDL SS	2.05	1.60	40	Sa	"	IDL LI	1.37	1.03	40	M,W,F
"	YVR Q	1.78	1.35	20	Sa	Tela, Honduras	MSY TA	.42	.35	...	Dly	"	BOS LI	1.35	1.02	40	F
Sydney, Australia...	LAX P	2.21	1.65	40	M,T,Th,Sa	"	MEX TA	.26	.19	...	M,T,W,Th,F	"	IDL SS	1.37	1.03	40	M,W,Sa
"	SFO P	2.21	1.65	40	M,T,Th,Sa	Tobago, B.W.I.	IDL BO	.43	.34	20	M,W,Sa	"	LAX SS	1.63	1.28	40	M,W,Sa
"	SEL P	2.21	1.65	40	M,T,Th,Sa	"	MIA BO	.41	.31	...	Sa	"	IDL K	1.32	99	40	Su,T,F,Sa
"	PDX P	2.21	1.65	40	M,T,Th,Sa	Tokyo, Japan	IDL P	3.65	2.74	40	Dly	"	YML K	1.33	1.00	40	Sa
"	SFO Q	2.20	1.65	20	M,W,F	"	BOS P	3.64	2.74	40	Dly	"	IDL BO	1.37	1.03	40	Dly
"	YVR Q	2.20	1.65	20	Su	"	LAX P	2.50	1.88	40	M,W,Sa	"	BOS BO	1.35	1.01	40	Dly
"	IDL K	3.51	2.63	45	Sa	"	SFO P	2.50	1.88	40	Dly	"	YML BO	1.32	99	...	
"	YML K	3.50	2.63	47	Sa	"	SEA P	2.50	1.88	40	Dly	"	IDL SR	1.37	1.03	40	Dly ex. M,W
"	IDL BO	3.51	2.63	33	Dly	"	PDX P	2.50	1.88	40	Dly	"	IDL EL	1.37	1.03	...	
"	YML BO	3.47	2.60	...		"	IDL AF	3.76	2.82	40	W,Sa	Villahermosa, Mex.	MIA P	.34	.26	20	Dly
"	BOS BO	3.49	2.62	25	Th,Sa	"	BOS AF	3.84	2.89	40	W,Sa	"	MSY P	.29	.22	20	Sa,Su,T,Th
"	HNL BC	1.56	1.17	25	M,Th	"	YML AF	3.74	2.80	40	W,Sa	Visby, Sweden	IDL SS	1.32	99	25	Dly
"	YVR BC	2.20	1.66	25	M, alt. Th	"	IDL SS	3.78	2.83	40	T,Th,Sa	"	LAX P	1.66	1.22	40	Dly
"	IDL NW	2.51	1.91	40	M,W,F	"	ACG NW	2.40	1.80	40	T,Th,Sa	"	SFO P	1.46	1.22	40	Dly
"	YIP NW	2.46	1.88	40	M,W,F	"	CHI NW	2.68	2.01	40	T,Th,Sa	"	PDX P	1.66	1.22	40	Dly
"	MKE NW	2.42	1.86	40	M,W,F	"	YIP NW	2.69	2.02	40	T,Th,Sa	"	SEA P	1.66	1.22	40	Dly
"	CHI NW	2.42	1.86	40	M,W,F	"	MKE NW	2.68	2.01	40	T,Th,Sa	Warsaw, Poland	IDL S*	1.49	1.09	40	M,W,Th,F
"	MSP NW	2.43	1.84	40	M,W,F	"	MSP NW	2.64	1.98	40	T,Th,Sa	"	IDL SR	1.46	1.09	40	Su,T,Th,F
"	BOS NW	2.52	1.93	40	M,W,F	"	PIT NW	2.72	2.04	40	T,Th,Sa	"	IDL AF*	1.47	1.10	40	...
"	PDX NW	2.20	1.66	40	M,W,F	"	PDX NW	2.49	1.87	40	T,Th,Sa	"	BOS AF*	1.45	1.09	40	...
"	SFN NW	2.20	1.66	40	M,W,F	"	IDL NW	2.74	2.05	40	T,Th,Sa	"	CHI AF*	1.53	1.16	40	...
Sydney, N. S.	BOS T	0.97	0.40	10	Dly	"	SEA NW	2.49	1.87	40	T,Th,Sa	"	YML AF*	1.43	1.08	40	...
Taipei, Formosa	IDL NW	2.74	2.05	20	Su,W,F	"	IDL BO	3.78	2.80	40	Dly	Wellington, N. Z.	IDL BO	3.95	2.96	40	Dly
"	YIP NW	2.69	2.02	20	Su,W,F	"	YML BO	3.78	2.80	40	Dly	"	BOS BO	3.92	2.94	40	Th,Sa
"	MKE NW	2.68	2.01	20	Su,W,F	"	BOS BO	3.76	2.82	40	Th,Sa	"	SFO Q	2.10	1.59	...	M,W,F
"	MSP NW	2.64	1.98	20	Su,W,F	"	IDL K	3.65	2.74	40	Sa,T	"	YVR Q	2.10	1.59	...	Su
"	CHI NW	2.68	2.01	20	Su,W,F	"	SFO J	2.49	1.87	40	T,Th,Sa	West End (Gr. Bah. Isl.)	MIA BO	.05	.03	...	
"	PDX NW	2.49	1.87	20	Su,W,F	Toronto, Ont., Can.	IDL J	2.74	2.05	40	Dly	"	IDL BO	2.13	1.61	40	Dly
"	SEA NW	2.49	1.87	20	Su,W,F	"	LGA A**	.07	.0478	10	Dly	Windhoek, S. W. Africa	BOS BO	2.13	1.61	40	Dly
"	SFO NW	2.50	1.88	20	Su,W,F	"	IDL A**	.07	.0478	10	Dly	"	YML BO	2.11	1.58	...	
"	J TH	1.90	1.42	20	T,Th,Sa	"	EWRA A**	.07	.0478	10	Dly	Windsor, Ont., Can.	IDL T	.06	5.50	10	Dly
Takoradi (Gold Coast)	IDL BO	1.89	1.42	20	Dly	"	BUF A**	.07	.0478	10	Dly	Canada	IDL T	.17	14.00*	10	Dly
"	BOS BO	1.87	1.41	25	Dly	"	IDL T	.07	.0478	10	Dly	"	IDL NW	.17	.14	10	Dly
"	YML BO	1.85	1.39	...		Trapani, Italy	IDL LI	1.48	1.12	40	M,W,F	"	YIP NW	.16	.13	10	Dly
Talara, Peru	MIA P	.73	.55	30	Dly ex. Th,Sa	"	BOS LI	1.46	1.11	40	F	"	MKE NW	.13	.10	10	Dly
"	MSY P	.78	.59	30	Su,M,T,F	Trieste, Italy	IDL LI	1.40	1.05	40	M,W,F	"	MSP NW	.09	.07	10	Dly
"	BRO P	.82	.62	30	M,Th,Sa	"	BOS LI	1.38	1.04	40	F	"	PDX NW	.17	.14	10	Dly
"	HOU P	.82	.62	30	Su,W,F	Trinidad, Cuba	MIA P	.15	.11	10	Dly	"	CHI NW	.11	.09	10	Dly
Tamatave, Madagascar	IDL AF	2.28	1.94	40	T,F	Tripoli, Libya	IDL BO	1.48	1.11	25	Dly	"	SEA NW	.17	.14	10	Dly
"	BOS AF	2.56	1.92	40	Sa	"	YML BO	1.46	1.09	25	Th,Sa	Yaounde, F.E.A.	IDL AF	2.15	1.61	40	M,W,F
"	CHI AF	2.64	1.99	40	W,Sa	"	IDL S	1.46	1.09	25	Su,T,Th	"	BOS AF	2.13	1.60	40	Sa
"	YML AF	2.54	1.91	40	W,Sa	Trajillo, Honduras	MSY TA	.48	.37	15	Dly	"	CHI AF	2.21	1.66	40	W,Sa
Tampico, Mexico	HOU P	.13	.09	10	Dly	"	MEX TA	.28	.22	15	M,T,W,Th,F	Zagreb, Yugo.	IDL SR	1.42	1.06	40	F
"	BRO P	.10	.08	10	T,W,F	Tahikapa, Bel. Congo	IDL S	2.25	1.69	40	Su	Zurich, Switzerland	IDL SR	1.24	.93	40	Dly ex. M,W
Tananarive, Madagascar	LAX P	.35	.29	20	Dly	Tunis, Tunisia	IDL AF	1.35	1.02	40	Su,M,W,Th,F	"	IDL SS	1.24	.92	40	Dly
"	IDL AF	2.53	1.90	40	W,F,M	"	IDL LI	1.35	1.02	40	M,W,F	"	LAX SS	1.51	1.18	40	M,W,Sa
"	CHI AF	2.59	1.95	40	...	"	BOS LI	1.33	1.01	40	F	"	IDL S	1.24	.93	40	Dly except M
"	YML AF	2.49	1.87	40	...	"	BOS AF	1.33	1.00	40	Sa	"	IDL AF	1.24	.93	40	M,W,F
"	IDL BO	2.85	2.14	40	...	"	CHI AF	1.41	1.07	40	W,Sa	"	BOS AF	1.22	.92	40	Sa
"	BOS BO	2.51	1.89	25	...	"	YML AF	1.31	.99	40	W,Sa	"	CHI AF	1.30	.98	40	W,Sa
Tanga, Tanganyika	YML BO	2.49	1.87	...		"	IDL TW	1.35	1.02	40	T	"	YML AF	1.30	.98	40	W,Sa
"	IDL BO	2.15	1.61	25	...	"	PHL TW	1.37	1.03	40	T	"	IDL EL	1.24	.93	25	T,F,Sa
"	BOS BO	2.13	1.60	...		"	BOS TW	1.33	1.00	40	T	"	IDL K	1.27	.93	20	Dly
"	YML BO	2.11	1.58	...		"	CHI TW	1.41	1.07	40	T	"	YML K	1.20	.90	40	W,Sa
Tangier, Morocco	IDL AF	1.26	.95	40	Sa,Su,T	"	MKE TW	1.48	1.12	40	T	"	IDL BO	1.22	.92	40	Th,Sa
"	BOS AF	1.34	.93	40	Sa	"	IDL BO	1.35	1.02	40	M	"	IDL BO	1.24	.93	40	Dly
"	CHI AF	1.32	1.00	40	W,Sa	"	BOS BO	1.33	1.00	40	Dly	"	IDL TW	1.24	.93	40	Dly except Th
"	YML AF	1.22	.92	40	W,Sa	Tuxpan, Mexico	YML BO	1.31	.98	...		"	PHL TW	1.26	.95	40	Dly except Th
"	IDL BO	1.26	.95	25	...	"	HOU P	.17	.13	10	Dly	"	BOS TW	1.28	.92	40	Sa
"	BOS BO	1.24	.93	...		"	LAX P	.34	.28	20	Dly except Su	"	CHI TW	1.30	.98	40	Dly except Th
Tapachula, Mexico	MIA P	.43	.30	20	Dly	Tuxtla, Gutierrez, Mexico	MIA P	.48	.38	20	Dly	"	MKE TW	1.37	1.04	40	Dly except Th
"	MSY P	.39	.19	20	Sa,Su,T,Th	"	MSY P	.44	.22	20	Sa,Su,T,Th	"	LAX TW	1.51	1.18	40	Dly except W
"	HOU P	.39	.22	20	Dly	"	HOU P	.26	.20	20	Dly	"	IDL SW	1.24	.94	40	M,W,F
"	BRO P	.38	.21	20	Dly except Su	Usumbura, Ruanda-Urundi	IDL S	2.09	1.56	40	Dly except M	"	IDL LI	1.24	.93	40	F
"	LAX P	.43	.33	20	Dly	Vancouver, B. C., Canada	SEA U	.07	1.0478	10	Dly	"	BOS LI	1.22	.92	40	F
"	MSY P	.37	.28	20	M,F	"	SFO U	.12	.0982	10	Dly	Varadero, Cuba	IDL LI	1.38	1.04	40	M,W,F
"	MEX TA	.23	.16	15	M,W	"	LGA U	.31	.2946	10	Dly	Venice, Italy	BOS LI	1.36	1.03	40	F
"	MIA TN	.20	.17	15	M,W	"	BOL U	.32	.3003	10	Dly	Veracruz, Mexico	MIA P	.39	.30	20	Dly
Teheran, Iran	IDL BO	2.13	1.60	40	Dly	"	BOS U	.32	.3061	10	Dly	"	HOU P	.21	.16	10	Dly
"	YML BO	2.09	1.56	40	Th,Sa	"	EWU U	.31	.2946	10	Dly	"	BRO P	.19	.15	10	M,Th,Sa
"	IDL AF	2.13	1.60	40	Th,Sa	"	PHL U	.31	.2946	10	Dly	"	MSY P	.34	.26	20	M,W,F
"	BOS AF	2.11	1.58	40	Sa	"	CLE U	.27	.2541	10	Dly	"	LAX P	.35	.29	20	Dly
"	CHI AF	2.19	1.65	40	W,Sa	"	DCA U	.31	.2888	10	Dly	Victoria, Brazil	MSY P	1.60	1.60	40	Dly
"	YML AF	2.09	1.56	40	W,Sa	"	DEN U	.15	1.363	10	Dly	"	HOU P	1.81	1.81	40	Sa,W
"	IDL K	2.13	1.60	40	M,Th	"	SLC U	.12	1.035	10	Dly	"	BRO P	1.73	1.73	40	M,Th,Sa
"	YML K	2.09	1.56	40	W	"	LAX U	.13	1.12	10	Dly	"	IDL S	1.25	.99	20	T,Th,Sa
"	IDL LI	2.13	1.60	40	M,W,F	"	PDX U	.07	.0478	10	Dly	"	IDL BZ	1.41	1.00	20	...
"	BOS LI	2.11	1.59	40	F	"	IDL T	.31	25.60*	10	Dly	Victoria, B. C.	IDL T	.32	.26	10	Dly
"	IDL SS	2.13	1.60	40	T,Th,F	"	SFO Q	.11	.08	...	Su	Victoria de las Tumas, Cuba	MIA P	.14	.09	10	Dly
"	LAX SS	2.39	1.85	40	M,W	Varadero, Cuba	MIA P	.08	.06	10	Dly	Vienna, Austria	IDL P	1.37	1.03	40	Dly
"	IDL SR	2.13	1.60	40	...	"	BOS P	1.81	1.81	40	Sa,W	"	BOS P	1.35	1.02	40	Dly
"	IDL P	2.13	1.60	40	M,W,F	Venice, Italy	BRO P	1.73	1.73	40	M,Th,Sa	"	IDL S	1.37	1.03	40	Sa
"	BOS P	2.11	1.58	40													

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